

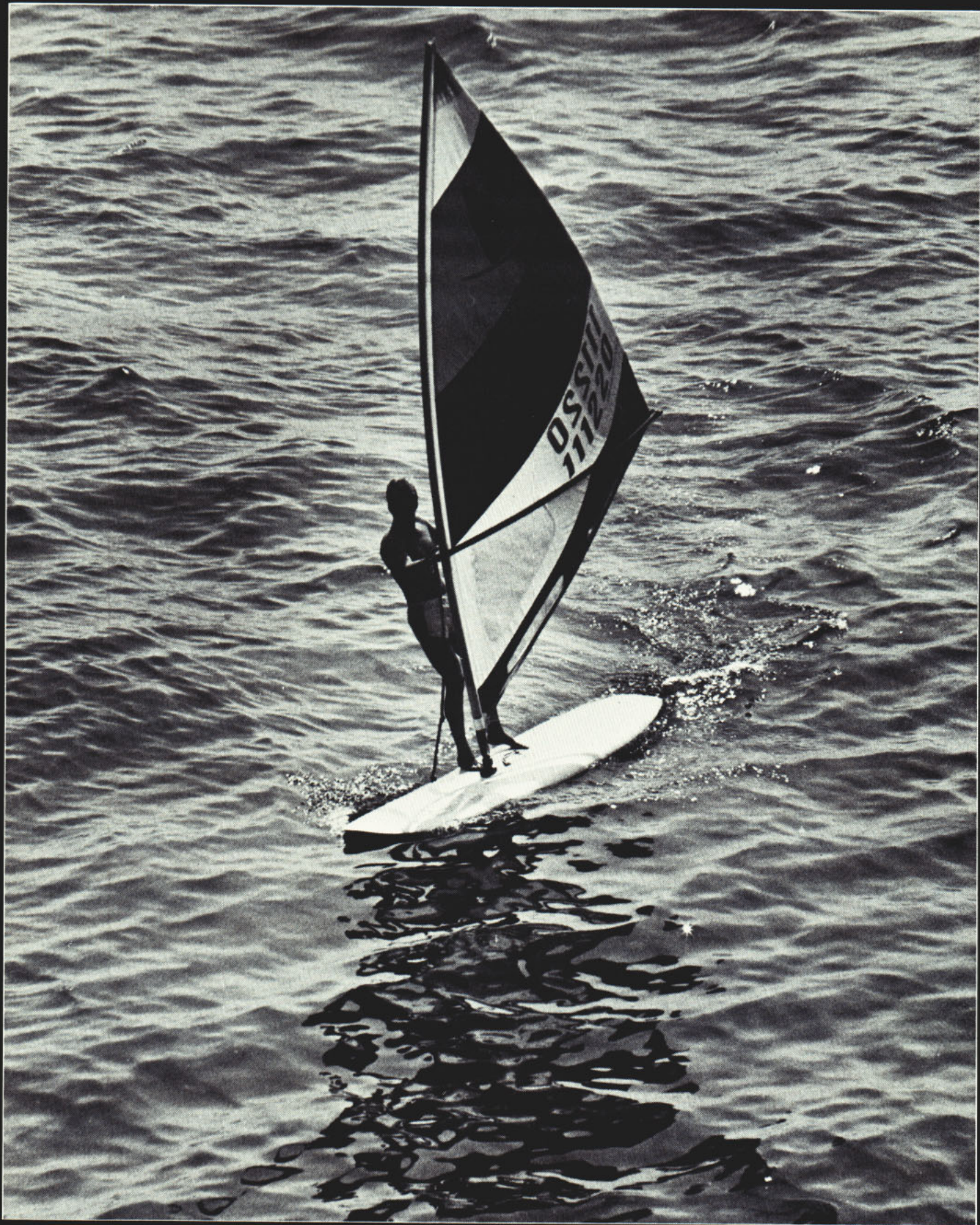
ALL HANDS

April 1981



in this issue:

**CNO on Pride and Professionalism
Recruit Company Commander**



Sailors do have more fun—all around the world. In this case, it's the harbor of La Spezia, Italy, a perfect place for Lt. Douglas W. Hart to enjoy windsurfing.—Photo by PH1 Douglas Tesner.



Page 8



Page 28



Page 42

ALL HANDS

**MAGAZINE OF THE U.S. NAVY—58th YEAR OF PUBLICATION
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Chief of Naval Operations: ADM Thomas B. Hayward
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2 NEW EMPHASIS ON PRIDE

CNO shares his thoughts for improving professionalism

8 30 YEARS OF SECURITY

NATO's deterrence against aggression stands fast

12 JOHN AND CATHY MORRIS—AND THE U.S. NAVY

How one couple works together for the good of all

18 NAVY BROUGHT RELIEF TO CITY

Unsung heroes of the 1906 San Francisco quake

22 LEAVE IT TO THE BEVERS

Four young people choose the Navy

28 ANOTHER WAY OF LIFE

Japanese sailor and his heritage of the sea

32 PROUD PROFESSIONALS

HS-8 men live by the high standards they set

39 COME SAIL WITH ME

Recruiting Command celebrates 10th anniversary

42 ROYAL REVIEW FOR VREELAND

U.S. Navy ship helps Belgium celebrate 150 years of independence

46 GETTING THE GOOD THINGS IN LIFE

Jet pilot Lucy Young flies with VC-1

Departments

24 Bearings 30 Currents 48 Mail Buoy/Reunions

Covers

Front: RMC John Morris, recruit company commander at NTC San Diego, checks off items on an inspection report. See page 12. Photo by PH1 James Wallace.

Back: HS-8 professionals make sure everything is right before the helicopter lifts off. See page 32. Photo by PH2 Mike Lynch.

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New Emphasis on Pride:

CNO Shares



His Thoughts

He greets the visitor with a firm handshake that is actually a double motion. The pressure of his grasp on your hand says that he is indeed glad to meet you. His other hold on your arm—pulling you toward him and into his private office—has still another message. He wants you on his team.

His eyes transmit his sincerity.

He says that he has only a few minutes; his schedule is unforgiving. He begins to explain, once again in patient detail, his thoughts concerning this new emphasis he wants to impart to his Navy team.

The office clock—a ship's timepiece—chimes softly. It reminds you that the few minutes have stretched into a half-hour. The clock confirms the importance of the Chief of Naval Operations' message:

Pride and professionalism have taken their rightful place in today's Navy. Gone is mediocrity; permissiveness is about to follow. Enter professionalism.

It's now mostly history as far as news is concerned. It's an ongoing thing. The fleet got the word a couple of months ago through the new CNO Sitrep on Pride and Professionalism.

Admiral Thomas B. Hayward's message in the Sitrep centered on three major points: his pride in today's Navy and its people; his confidence in new weaponry—along with his confidence in the service as a career and a profession; and his desire to revitalize a special aspect of our professionalism.

This last point, the very core of his message, has become the Chief of Naval Operations' special objective in 1981.

"Now is the time," he said, "for each of us to take a personal inventory of how well we stack up, and to rededicate ourselves to achieving a level of military professionalism befitting the finest navy in the world..."

"We have a lot to be proud of today. Our country recognizes and ap-

preciates the magnificent contribution the Navy is making to our national security around the world."

This message on pride and professionalism isn't really so much a report which sets forth an objective as it is an insight into some of CNO's thoughts and his desire to share those thoughts with others in Navy uniforms. Uppermost in his mind is his pride in today's "Navy bluejackets deployed around the world in the interests of our country."

In the middle of the Atlantic Ocean, he saw that pride reflected by the sailors and Marines aboard the USS *Eisenhower*, USS *Virginia* and USS *South Carolina* as they were on the homeward leg after an intense deployment to the Indian Ocean. To him, it was a witnessing of a "powerful sense of dedication and purpose that comes with having accomplished something tough and something terribly important."

He saw this same dedication in very remote places—at a communications station at Thurso, Scotland, and at the naval facility at Argentia, Newfoundland. Again, he witnessed the same thing when he visited Airborne Early Warning Squadron 124 in Iceland—a squadron which was unexpectedly deployed in December to fill in for an Air Force squadron suddenly called to West Germany because of growing tensions in Poland.

Whether it was Seabees on isolated Diego Garcia, reservists in training or submariners and amphibians in the Med, Admiral Hayward witnessed again and again a tremendous pride in the people of today's Navy.

"In each place," he said, "I experienced the same buoyancy to my spirit."

No wonder, then, that he wants to share his pride with the other members of the Navy team. And there's also the sharing of that confidence he has in the

Emphasis on Pride

Navy's future. Pride and confidence, you see, can hardly be separated one from the other.

CNO is unabashed when he says that the performance of Navy people today has been "absolutely tremendous." Tremendous can describe, as well, the first of the *Ticonderoga*-class cruisers now under construction at Pascagoula, Miss. With its *Aegis* radar weapons system and its new version of the *Standard* missile, it will be the most capable air defense weapons system "in anybody's navy, anywhere."

It's well to remember that CNO added: "We're going to build a batch of them."

Then there's the *Los Angeles*-class nuclear submarine which is so good that the Navy intends to have it around for quite some time. Admiral Hayward told the fleet that there are plans already in the works for the modern-

ization of this class submarine. How's that for confidence?

"I am impressed with the new weaponry I see coming down the pike," he added. "Such things as the *Tomahawk* missile with its incredible accuracy that

Pride and confidence can hardly be separated...

ranges far beyond our imagination of just a few years ago. We have plans to employ *Tomahawk* for all our major surface combatants—from our submarines and from aircraft.

"It will add a new dimension to our offensive capability at sea."

The list goes on. You've heard the Chief of Naval Operations tick off things like command and control systems, new designs in mine hunters and

minesweepers and things so sensitive that only a small group of folks in the research and development field are privy to them. Through all this weaves the thought that the U.S. Navy has no intention of being a navy second to another. First, last and always, it's an organization of war fighting professionals.

Now, for the people side of things—that which deals with CNO's thoughts concerning the revitalization of that special aspect—call it military professionalism. It all boils down to "the quality of good order and discipline" of which he spoke.

The job of the people in the Navy today, according to CNO, is to make sure that they are doing their very best and to make sure, as well, that they are truly professional in their business. This upgrading of professional competence—in all of its many facets—



deals with the technical side of professionalism. It touches on warfare specialties, tactical proficiency and the upgrading of the Navy's technical schools.

War fighting professionals that they are, the people in today's Navy must strive to become even better warriors. They must be able to use their excellent ships and planes in a still more professional, military manner.

Although he has been satisfied with the progress to date, CNO states honestly that in the area of *military* professionalism there is real room for improvement. Clearly, here he's not satisfied.

"It's clear to me," he said, "that now is the time to redirect more of our efforts toward revitalizing our leadership skills—upgrading military stand-

"Now is the time to redirect our efforts..."

ards and the quality of good order and discipline throughout the Navy."

To accomplish this, a full-court press must be made "toward re-establishing a firmer, more effective chain of command. We can and need to tighten up on leadership principles and put them into daily practice."

Leadership basically means setting the example, motivating subordinates and enforcing standards. But to make leadership work, standards must be uniformly high at *all* commands.

This all ties in with fleet readiness. This emphasis on military behavior and courtesy, demeanor and appearance, is what sets the overall tone within a command. These things promote a mental attitude that brings about alertness, discipline, strong motivation and high performance—all the hallmarks of a truly professional organization.

Basically, it adds up to *esprit de corps*.

"I'm looking for things like delegation of authority down through the chain of command to the lowest competent level," the admiral said. "I'm

looking for junior officers and division officers who will employ the chain of command to perfection; challenging senior petty officers to assume an increased leadership role within the division and giving them the authority to do so.

"In particular," he said, "I'm looking for the chief petty officer to take the initiative in shouldering a major part of the division leadership.

"I'm looking for seniors who establish high standards for themselves and then demand similar performance from their juniors.

"I'm looking for seniors who will not tolerate laxity, slackness, indiscipline or unmilitary behavior by the relatively few who just can't seem to conform."

No, this is no throwback to yesterday or a desire to return to the ways of the so-called Old Navy. It's a re-enforcing of the Navy's standards—standards that have been there all the time. It's a desire to—again using the admiral's words—"run the Navy the way the professionals want it to be run."

Professionals—in the Navy sense—are people who:

- Stand erect.
- Wear their uniforms with pride.
- Insist on the highest standards of conduct, appearance and performance.

The keys to pride and professionalism are leadership and example.

"The principles," Admiral Hayward said, "are well known to all of you. We don't need to put out any new directives, new instructions. We simply need to execute the ones we have in a professional manner."

This evolution, as explained by Admiral Hayward to All Hands in a separate interview, is not going to happen overnight. CNO said that this restoring of professional military attitude and performance will be a "gradual, continuous, everlasting approach." Underscore "everlasting." Out the porthole, then, goes the notion some may have that this is merely a flash-in-

the-pan idea that will go by the boards in a few months.

Pride and professionalism, you see, have been there all the time. The emphasis, now, is to "deal firmly, promptly and effectively" with those who detract from the Navy's high standards.

This emphasis on good order and discipline is being directed at those 10 or 15 percent of the people who—in CNO's words—"are having trouble getting themselves oriented."

CNO wants that chain of command to work as it has been designed—officers will lead the senior petty officers; the senior petty officers run the rest of the organization; and commanding officers will have a confidence that, in turn, will be shared by division officers and chief petty officers alike.

"If what I have been hearing from the chief petty officers and career officers is right," said CNO, "I have no doubt that they want to see me demand more of us all in the way of military professionalism, good order and discipline.

"Run the Navy the way the professionals want it to be run..."

"They want the Navy run in a manner consistent with the highest standards of military performance—those standards which make us all proud to be Navy professionals.

To bring it all together, the experienced officers, chief petty officers and petty officers must set the best possible examples of military, moral and ethical behavior.

For those who may think that perfection is impossible to achieve, CNO has other thoughts.

"Perfection is an entirely reasonable goal for a first-rate military organization to strive for. It may be impossible to achieve perfection in the *pure sense*, but the objective will have been achieved if Navy people begin to derive the same sense of pride and achieve-

Emphasis on Pride

ment in the areas of military bearing, appearance, courtesy and discipline as they have in operational areas."

Although leadership and recognition go hand in hand, there are other ways to recognize people's efforts than just in the areas of pay and compensation.

"There is another kind of recognition," said CNO, "involving rewarding those who contribute to fundamental qualities of good order, discipline, leadership, adherence to the principles of a tight chain of command; and those who contribute to unit pride, efficiency and readiness.

"I encourage commands to make a special effort to reward through appropriate means those who make positive contributions to achieving those goals.

"A very significant meaning has to be put on the definition of a good performer. The pat on the back, the acknowledgment, the appreciation, the awareness by the people in charge that the people under them are working hard—they're working well and they deserve credit for it.

"It's just a common sense part of good leadership," he said. "We all know that we just haven't been doing enough of that."

Some of CNO's thinking extends to the awarding of medals and command advancements. There have been new programs in the last couple of years which recently have been further expanded.

"I'm looking at whether I should translate some more of that authority to shore based commands. Originally, it principally focused on sea duty for a very specific reason: I wanted sea duty to be accentuated in the Navy."

The general feeling among the Navy's senior officers and the rest of the "professionals" is that the general tightening up of good order and discipline will take a period of years—maybe as many as five—before the overall benefits reflected in pride and professionalism will be truly realized. That's where the word "gradual" comes into the picture.

In the next six months, there will be a whole new boot camp syllabus. Certain things suffered when boot camp

was reduced from 12 to less than eight weeks. "As we brought it down," CNO said, "we did away with too many of the things that are related to bringing a new individual aboard."

Leadership, Management, Education Training is firmly entrenched and it will become fully operational this year, in terms of its ability to handle a larger volume of people.

A CPO Academy will become a reality this year. In addition, a one-week course in petty officer responsibilities will be instituted for newly promoted E-4s.

But, some may complain, this is peacetime—why this emphasis on the hard and professional life?

"Don't be fooled by the fact that we are 'technically' at peace," said the admiral. "We are operating at a very high tempo. I see nothing downstream that promises significant relief from the commitments we are now experiencing around the globe. The world is going to continue to be an increasingly turbulent place.

"The Russians," he said, "are willing to employ every resource at their disposal—including their globally mobile forces—to achieve their expansionist ambitions.

"We must work hard to maintain a credible Navy to counter theirs. We should not be lulled into thinking that the job will be any easier because we



are operating in a 'peacetime' environment."

Like the biblical coat of many colors, reaction by some will take on different hues. CNO expects that.

"Some of them will say 'Well, you're taking away individualism. Society is different today.'

"That's not the way I look at it and I know that's not how the real professionals in the Navy look at it.

"I think there has been an unfortunate—not an intentional—migration of the 'permissiveness' of our American society that has sprung up over the last 10 or 15 years into the military in general and, clearly, into the Navy."

To the CNO, the educational system, too, has suffered greatly since there isn't enough discipline in today's educational system.

It's been said that the military only reflects the society from which it springs. To the Navy's professionals, however, nothing could be wider of the mark.

"Our standards," he said, "must be more than a mirror of society's. Civilian members of our society have not taken solemn oaths; we in the Navy have. We must not take our obligations lightly.

"We must be willing to submit to discipline and respond unquestioningly to orders. We in the Navy are members of a special group.

"Our standards must be visibly higher than those of the society around us."

Is there a message here for the Navy civilians as well as those in uniform?

"We have thousands of civilian employees performing vitally important jobs, directly and indirectly supporting our operating forces," said the admiral. "They, along with our Naval Reservists, Navy families and retired Navy personnel, join the active duty Navy men and women in making up our Navy Family.

"Our Navy civilians contribute to making the Navy a first-rate organization and it is only natural that they want to belong to a service of which they can be proud. I have no doubt that our civilians will feel the effects of

increased pride and professionalism and that the quality of their performance will reflect that good feeling."

The gauntlet, then, has hit the deck. The challenge is to make the Navy a tough, hard military organization run by professionals, for professionals. Will it possibly lose its attraction for today's youth, those who spring from a "permissive" society?

To CNO, the opposite is true. Young people "will shun the soft, sloppy outfit; they want to be part of a proud, squared away, professional team."

"Our standards must be more than a mirror of society's..."

"Everything I have been able to learn about the subject tells me that young people come into the Navy expecting it to be tough; expecting it to demand higher standards of personal and professional behavior from them than civilian society does.

"If they don't find it that way, as is

too often the case, they are disappointed and that's when disciplinary problems develop and performance drops off."

Organizations which already consider themselves top drawer may see little need for improvement; after all, there's no higher state than perfection. Other organizations, however, will recognize that they have genuine room for improvement—for fine tuning. These can achieve success and professional perfection. It's the approach that counts.

"I simply know," said CNO, "that with better leadership and more effective use of the chain of command, we can make the Navy a more efficient and effective military organization.

"If we can do this, we will send the strongest possible signal to any potential enemy that we are serious, war fighting professionals, fully ready to answer our country's call."

Pride is the hallmark of the professional. —JFC

—Photos by PH2 Bob Hamilton



Allied Command Europe

30 Years of Security

Allied Command Europe is the major military command of the North Atlantic Treaty Organization, a collective defense organization established in the aftermath of World War II. ACE was 30 years old this month, on April 2.

Controlled from a Belgian municipality southeast of Brussels known as SHAPE (which is also the military abbreviation for Supreme Headquarters Allied Powers Europe), Allied Command Europe was created as a deterrent to aggression against North Atlantic Treaty Organization members. Should deterrence fail, ACE is prepared to defend the NATO alliance from the northern tip of Norway to the eastern limits of Turkey.

The existence of ACE and SHAPE represents a unique accomplishment. After World War II, the free countries of Europe foresaw the achievement of security through a combined defensive effort. It began with the Dunkirk Treaty between England and France in 1947. It was expanded with the signing of the Brussels Treaty in 1948 by Belgium, France, Luxembourg, the Netherlands and the United Kingdom.

Certain executive responsibilities for mutual defense and security were as-



General of the Army Dwight D. Eisenhower, the first supreme allied commander Europe, in a lighter moment outside the Rocquencourt Headquarters of Allied Command Europe.

signed to the Western Union Defence Organization, a forerunner of SHAPE.

Canada and the United States, recognizing that the combined forces of the member nations would be insufficient to counter an Eastern threat, declared their support for the common effort.

On March 15, 1949, Denmark, Ice-

land, Italy, Norway and Portugal were invited to sign the joint defense undertaking, and on April 4, 1949, the North Atlantic Treaty was signed in Washington, D.C. Three years later Greece and Turkey acceded to the treaty. The Federal Republic of Germany joined the Alliance in 1955 after the London and Paris Agreements amended the original Brussels Treaty.

Soon after NATO was established, the North Atlantic Council, NATO's chief political body, created a unified European defense organization under a centralized supreme command and established a supreme headquarters in Europe.

General Dwight D. Eisenhower was named the first supreme allied commander Europe Dec. 19, 1950. Within a few months, a total international staff was in place. By the following April, ACE was established and its headquarters (SHAPE) was declared fully operational.

Since General Eisenhower's departure in 1952, there have been seven commanders: General Matthew B. Ridgway, General Alfred M. Gruenther, General Lauris Norstad, General Lyman L. Lemnitzer, General Andrew J. Goodpaster, General Alexander M. Haig Jr., and, today, General Bernard W. Rogers.

The supreme allied commander,

with his international staff at SHAPE, directs the subordinate military headquarters in planning and coordinating wartime deployment of NATO's military forces throughout the Allied Command Europe.

The four major subordinate headquarters of ACE are Allied Forces Northern Europe, Kolsaas (near Oslo), Norway; Allied Forces Central Europe, Brunssum, the Netherlands; Allied Forces Southern Europe, Naples, Italy; and United Kingdom Air Forces, High Wycombe, England.

A key element of the command is the ACE Mobile Force—a small, highly mobile, multinational immediate reaction force, which is capable of playing a deterrent role in any threatened area of the European theater.

Entering its 31st year, Allied Command Europe can look back with pride. And it can look forward with the expectation that it will continue to make an essential contribution toward the stability and military security of Free Europe.

—Story by SFC Ron Woody, USA



Left: The Royal Netherlands HNLMS Tromp as seen from a Navy Wasp helicopter. Lower left: A member of the UK Royal Marines during Arctic training in northern Norway. Below: F-4 Phantoms from Germany and the United States cruise in formation during an ACE training mission.

Submarine Service

Where I Want to Be

It was in 1958 when a 21-year-old fire control technician third class leaned over the side of the cruiser USS *Des Moines* (CA 134) off the coast of France. Alongside was the U.S. Navy's—and the world's—first nuclear-powered submarine, the USS *Nautilus* (SSN 571).

Curious about this historic submarine, the young sailor took a tour of the *Nautilus* and decided right there, "Hey, this is where I want to be."

Navy Commander Michael Jantz said it never entered his mind at the time that 21 years later he would be in command of his own sub, USS *Blueback* (SS 581).

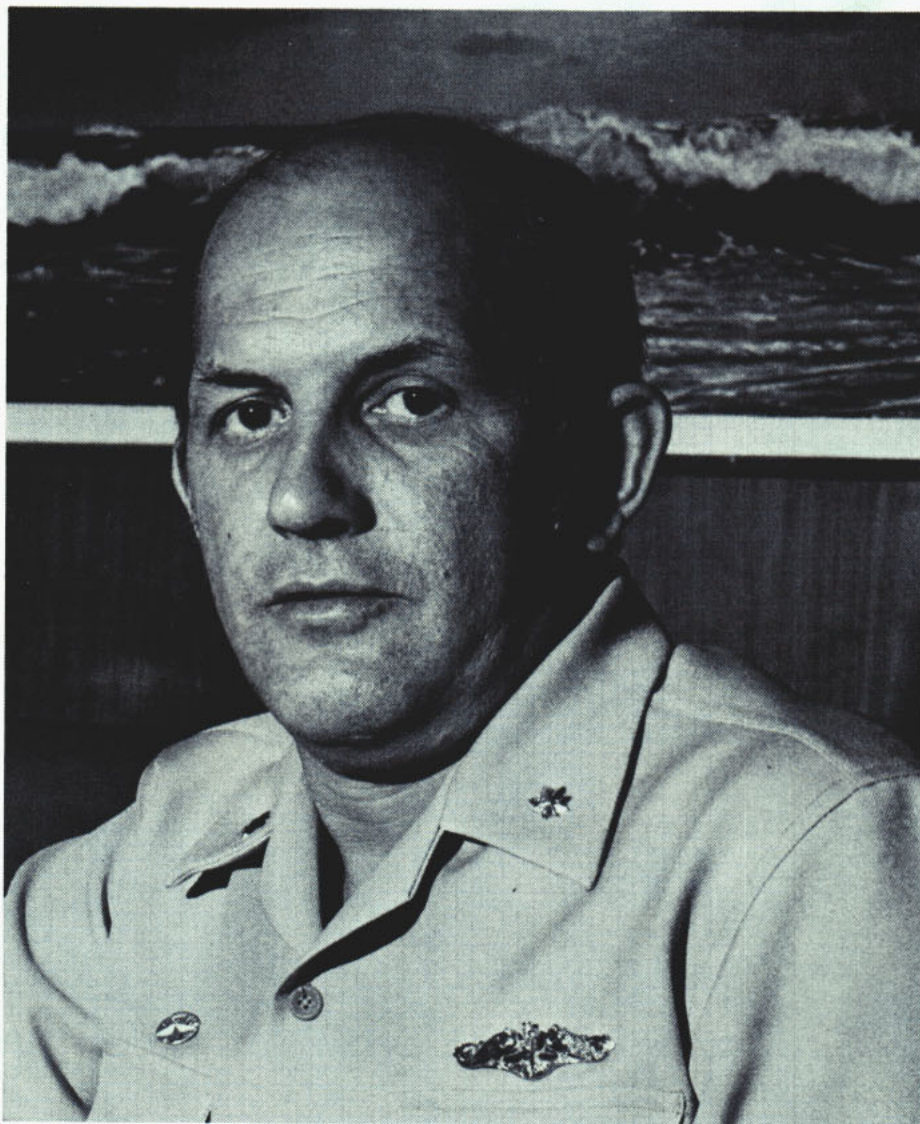
The 219-foot *Blueback* recently returned to the Submarine Support Facility at Point Loma, San Diego Naval Station, after a six-month deployment to the Western Pacific.

Jantz says his time spent as a "white hat" helped him in his job as captain for the 87 crewmen aboard *Blueback*.

"I went through the same things, I've had the same apprehensions and the same excitements as my men," said Jantz. "It was a lot easier to talk to my crew because... well, because I know."

A 1954 graduate of Cardinal Hayes High School in New York City, Jantz joined the Navy in September 1955.

"I was going to leave the Navy after my first enlistment," he said. "After I made chief in seven years, I decided I wasn't going to spend the rest of my time as a chief petty officer. So, I put in for the warrant officer program.



"As a warrant officer I could be a division officer but not a department head. That's why I put in for limited duty officer.

"As an LDO, I could drive ships around all I wanted, but I could never have my own ship (to command). That's why I put in to become a regular

line commissioned officer.”

Jantz graduated from Old Dominion University, Norfolk, Va., with a bachelor of science degree in business management through a Navy scholarship program.

Now, with 25 years in the Navy, Jantz has had a variety of assignments. Until April, his whole career had been spent at sea with the exception of 18 months at the university and 11 months of shore duty before his transition to submarines. Now he is a member of the staff of Commander Submarine Group Five in San Diego.

“Sure, it’s a lot of sea duty, but if I wanted to stay on shore, I’d have joined the Air Force or the Army,” he said. “Even the new assignment is not really shore duty. I’ll be going to sea a lot—and I’m still in submarines.”

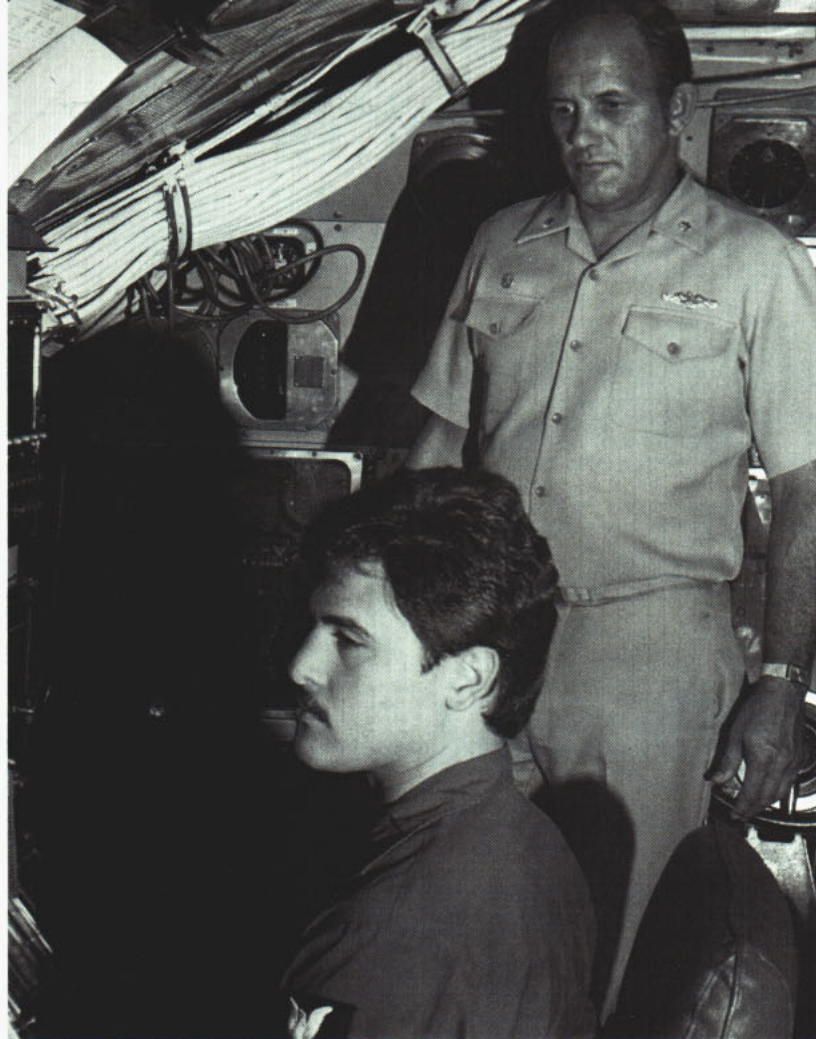
His extended time at sea helped Jantz create the kind of environment on his boat he feels is essential to a happy crew.

“The biggest thing on a boat is atmosphere,” Jantz says. “If people aren’t satisfied with what they’re doing or where they’re working, they’re not going to stay around.”

“I kept them informed and let them know what was going on. Everyone felt like they were with it, and we didn’t spring any surprises. It’s like that with everything *Blueback* did,” he said.

A high priority for Jantz on the deployment was to “sub qualify” every crew member. Submarine qualification consists of learning and being tested on every major system.

Cmdr. Michael Jantz, former commanding officer of the diesel submarine Blueback, has spent all but 18 months of a 25-year naval career on sea duty.



“We had the crew work together on this,” Jantz said. “We wanted the whole crew to qualify, so we set up a program that would be most effective for everyone. We had to change it three times, but we finally got it worked out.”

When *Blueback* returned from deployment, it was flying the golden dolphin flag for officers and the silver dolphin flag for enlisted men, indicating 100 percent of the crew was sub qualified.

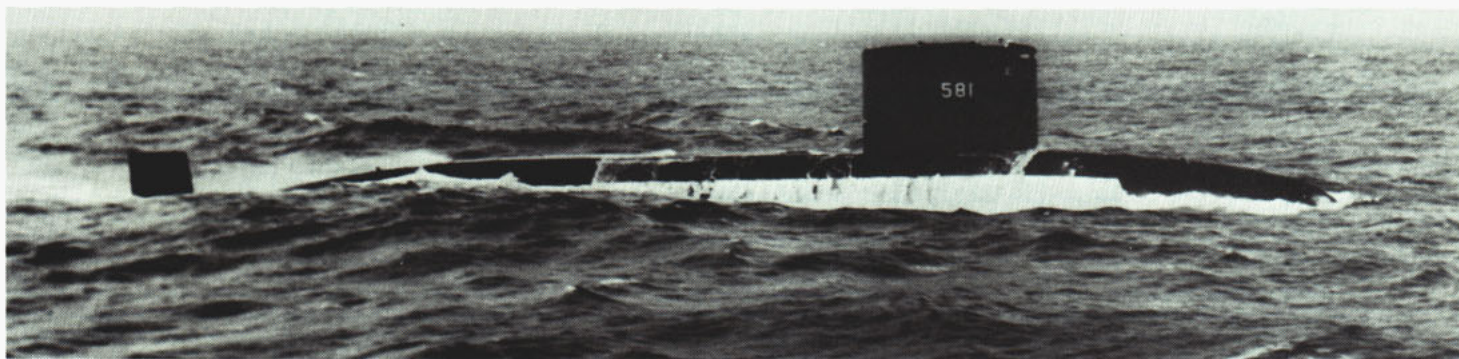
“I don’t know how often it happens,” Jantz said, “but it was the first time in my 25 years that I had ever

Cmdr. Michael Jantz watches as a Blueback crewman operates the submarine’s trim (guidance) console in the crowded control room.

seen it. The admiral said so, too. I was pretty proud of the crew.”

“I guess I just really like it,” said Jantz of the sub service. “I like the job we’re doing. There’s a pride in the submarine service—a pride in the type of job we’re doing as well as pride in our outfit. I’m satisfied with what I see around me. I’m where I want to be right now.”

—Story by JO1 Cheryl May Campbell
—Photos by PH1 John H. Greenwood



John and Cathy Morris and the U.S. Navy

John and Cathy Morris of San Diego live in the Navy's Chesterton housing area. They have three daughters: Lorri, 10, Allison, 6, and Cathryn, 2. John is a chief radioman with 16 years of service. Cathy is an operations assistant for a local bank. John, a Vietnam veteran, has seen much of the world in his Navy travels. Cathy has done her share of waiting.

Sound familiar? Sound like John and Cathy Morris are much like any other Navy couple? Well, not quite. Chief Radioman John Morris is a recruit company commander.

Out on the grinder, under a hot afternoon sun, Chief Morris is authoritative. "OK, OK, take them all the way through it," he barks to his platoon leader. "I want to see how bad you look today."

Then, voice still gruffer, "The reason you look so bad is you don't have any arm swing—you don't have

any cadence—you don't have *anything* going for you.

"Now I want to see you do it right. On the command, extend to the left. Take one more pace—and do your pacing with your squad leader—then do a left oblique. EXTEND TO THE LEFT—MARCH!"

From 5 a.m. until 10 p.m., day after day, company commander John Morris is about his business of indoctrinating recruits into today's Navy—not only out on the drill field, but also in the barracks, in the classroom or individually in his office. The recruits—up to 84 in a company—learn from their company commander what the Navy's all about. He finds out why they joined the Navy and what their expectations are. He makes sure they keep their dental appointments; he lines them up to get their checks cashed. He shows them everything from how to make a rack—Navy style—to how to fold clothes—again, the Navy way.

They're young men, many of them away from home for the first time. At first, they're all thumbs and left feet and their ears find it hard to distinguish one yelled order from another. For eight weeks, through weekends and holidays, they are the company commander's responsibility and they look to him for guidance.

"They're men, though, not kids, and I don't baby them," Morris says. "I tell them right at the beginning 'I'm not your mother, I'm not your father, your sister or your brother. I'm your company commander.'"

Then, as an aside, he admits, "I do take them to heart. They have their problems and some of them are homesick. I'm all they've got right now."

But what about the company commander's own family? Don't they need his time, too? What about time for his wife and his children?

Often, during the long days and weeks when he's leading a company, there isn't much time for home.



Time spent together on the backyard swings is to be treasured. Photo by PH2 Mike Lynch.

"Sometimes I let the company go on its own; the Navy encourages that," Morris says. "But there are so many things that happen after 1800. I feel I should be here."

And so, the training barracks becomes his second home—sometimes his first.

But at home, Cathy Morris prepares dinner for herself and the three girls. Lorri sets the table and helps keep an eye on her two younger sisters. Cathy hopes John will pop in, even if only to have a cup of coffee; most likely, he will not. But a place is set for him just

the same—just in case.

"It's tough," Cathy admits. "Sometimes we get together with other company commander families and we talk. But the husbands come home so late, tired, worn out—they're liable to fall asleep in a chair. Family dinners are 'sometimes' and 'maybe' for all of us."

"At first it was terrible," she says, "worse than I had expected. When we came here from Charleston, I thought I'd see more of him than when he was on the *Garcia*."

When the USS *Garcia* (FF 1040) came back from deployment, John went with the ship to the yard in New York for 15 months. He drove the 800 miles back and forth between New

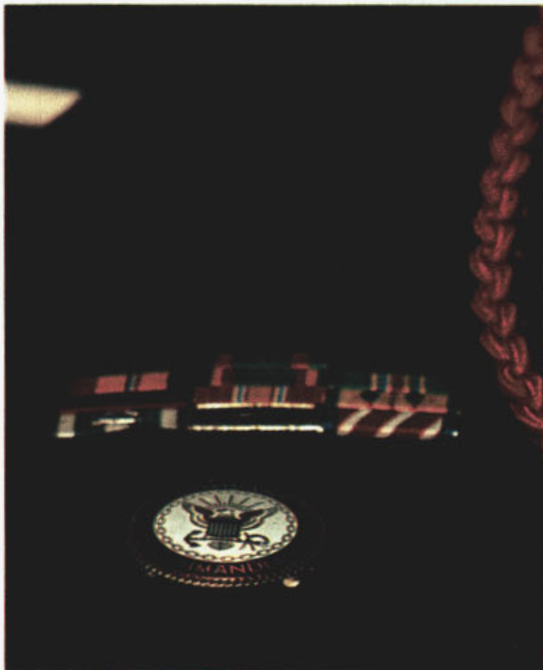
York and Charleston almost every weekend. Then he went with the ship to Guantanamo Bay for training and was away from home again.

"Sure I was lonely—and I was pregnant. That's why I looked forward to San Diego," Cathy says. "And then, I found myself in the same situation. It was Christmas and he was at the training command more than he was home. I admit I complained a lot because I couldn't understand why he had to spend so much time with the recruits. Wasn't a full day enough? I needed him, too."

Then Cathy went to a graduation review and saw her husband's first company take second place. She felt

A Family Matter

Whether inside the barracks or out on the drill field, Chief Morris pays attention to detail.



The man who wears the insignia of a recruit company commander spends long—sometimes lonely—hours on the job.





On the job, the recruit company commander is all business. At home with his family, reading together is fun.

A Family Matter

some of the same pride the graduates exhibited and could better understand her husband's commitment. Now Cathy attends each graduation and feels she contributes in a way to each succeeding company's success.

"They're so young," she says, "and somebody has to help them get through. John has made a commitment to do that—and I'm proud of him."

Not so far away in age from the young recruits she talks about, Cathy understands John's feeling of accomplishment in taking a group of young people who have never been exposed to Navy discipline and molding them into a team. She, too, has an outside job commitment as an operations assistant at the Bank of Commerce. "I see a future in my career, too, now that I'm taking supervisory training," she says.

So they share each other's successes and work to help each other at home and on the outside. "He supported me in what I wanted to do. That made me feel good. I realized he needed the same kind of support in his Navy career."

"I kept telling her it would get better. And it is better because she under-

stands my job. This is the life I chose, but make no mistake about it, Cathy's my foundation and I've got to have her cooperation."

John and Cathy Morris were high school sweethearts back home in Selma, N.C. They made a striking couple even then: John with his black hair and dark, flashing eyes (he's added a mustache since then); Cathy, green-eyed and blond with fair, delicate skin.

Then, with John in the Navy, they drifted apart and went separate ways. Later, they were reunited and Cathy became a Navy wife. John, who in 1964 pounded the same pavement as a recruit that he now stalks as a company commander—"It hasn't changed much"—had already made the Navy his career.

In the years following boot camp and Radioman "A" School in San



John starts his day early on the drill field; at home, Cathy catches up on household correspondence.



Diego, the Navy took him—as it promises in recruiting posters—on worldwide travels.

“You name it, I’ve been there,” he says.

He served in New Zealand, Australia, Hawaii, Taiwan, Japan, Diego Garcia and as a naval adviser in Vietnam. He sailed on three WestPac deployments and saw duty all over the United States. “I’ve had good training in the Navy and plenty of experience dealing with people,” he says.

And what’s next for Chief Morris?

“I really don’t know. I’ll probably go back to sea from here and then maybe I’ll call it quits. I’d like to make some money—not get rich—just get paid commensurate with the work I do.”

But his voice isn’t all that full of conviction when he talks about getting out.

“The Navy’s been good to me—there’s no doubt about that. I don’t have any regrets over the time. And in this job, I’ve had the chance to work with young people. When I was in the fleet listening to all the stories about how bad things were I thought our young Americans were totally loused up. But they’re not.

“As a company commander, you get to know the young 17- and 18-year-olds coming into the Navy. They’re no different than they ever were. In fact, they amaze me. I’ve regained my faith in our younger generation.”

At 34, John Morris is a little older, surely wiser, but still close enough in years and spirit to understand the young men he deals with every day. He sees the Navy as a good bet—as it was for him—for any young man or woman.

“But the pay has been low, housing can be bad, separations are tough. With my experience, I probably could go into personnel management on the outside. And yet, despite all the thinking I’ve done about it, when those 20 years are up I might have second thoughts. . .”

What does Cathy think? “I think he might stay in,” she says. She wants



John to be happy in whatever he does. For herself, she’s happy living in San Diego. She says she doesn’t want to move again.

When Cathy and John Morris first came to San Diego, they faced the eternal problem of finding a place to live. Housing in San Diego is expensive and Navy families, like so many others, have to search for the best deal. Unlike many other families, however, Navy families who want to stay together have almost no choice as to where they’ll live. They try to follow their Navy member to wherever the duty station is, and they often have to take what they can get in the way of housing.

For John and Cathy, at first it was a small, rented apartment which took a hefty \$360 a month plus utilities. But still, they were lucky. In San Diego, where the waiting period for Navy housing is anywhere from 14 to 24 months (almost a tour, as one chief said), John and Cathy waited only 11 months.

Now, home is a yellow frame and white stucco three-bedroom house on Daniel Avenue. There’s a garage and a

Chief Morris offers a final word to his youngest daughter Cathryn before leaving for work. Photo by PH2 Mike Lynch.

spacious back yard. It’s the kind of neighborhood where the children can play on the sidewalks and lawns in front of the houses. School is only two blocks away for Lorri and Allison; 2-year-old Cathryn stays with a neighbor while her mother is at work.

The big house and Cathy’s salary are assets, but the company commander and his wife still find that the most precious element—time together—is missing.

“Family life is very important; it plays a big part in a person’s choice of a career,” John says.

“It’s just a matter of working together for the good of all, whether it be in the family, out on the training field or in the entire Navy. Some of the guys who come into the Navy have no idea what it’s all about. Here, they have to learn to work together and realize they’re not loners any more—they’re a team. That’s what Cathy and I are, too—a Navy family team.”

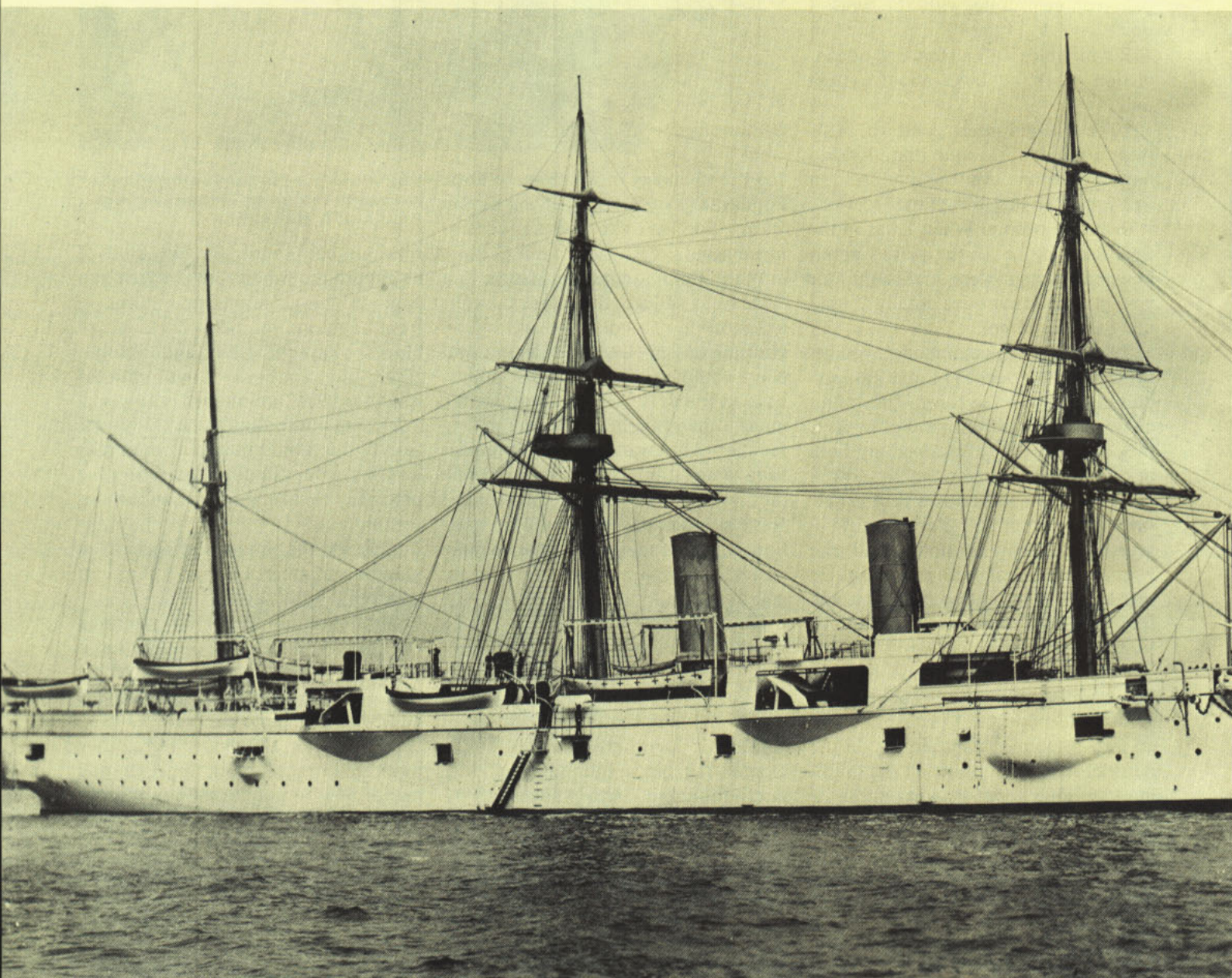
—Story by Joanne E. Dumene
—Photos by PH1 James Wallace

San Francisco Quake

Navy Brought

At 5:13 a.m., April 18, 1906, the great earthquake struck San Francisco. This earthquake and the subsequent fire destroyed more than a quarter of the city. Hundreds died and thousands were injured; most of the population was left homeless.

Many individuals and organizations demonstrated their concern for the victims and disregarded their own safety in their efforts to contain the fire that followed the quake. They helped evacuate and provide relief for the thousands of injured and homeless.



Relief to City

They deserved and have been given credit for their work.

The role of one group, however, although noticed in the press of that day, has been neglected by more recent histories of the event. It is the role played by the U.S. Navy.

Indeed, it was a crucial role and can be said that the Navy's relief efforts were largely responsible for preserving property and saving many lives which would have been lost in the fire.

On that Wednesday morning, the Pacific Squadron, under the command of Rear Admiral Caspar F. Goodrich, had left San Diego bound for Long Beach. Shortly after 8 a.m., Goodrich received word of the earthquake from the De Forest wireless station at San Diego.

He immediately ordered his flagship, USS *Chicago*, to proceed at full speed to San Francisco; USS *Marblehead* was ordered to follow at her best speed while USS *Boston* and USS *Princeton* were instructed to continue on course to Long Beach where they were to coal and remain in readiness.

The *Chicago* arrived at San Francisco April 19 and anchored off the wharf at Fort Mason, the Army's Division Headquarters. *Marblehead* arrived the same day. At the request of General Frederick Funston, the division commander, 200 bluejackets and 60 Marines were immediately landed.

On April 21, Admiral Goodrich, having had time to assess the situation, suggested to General Funston that the Navy take charge of the city's waterfront to maintain order. Supplies could then be landed and distributed while evacuations took place. This course was adopted that day after a meeting of the military and municipal authorities.

The cruiser USS Chicago, flagship of the Pacific Station, was bound for Long Beach from San Diego when it was ordered to San Francisco where it served as the only point of communication to the outside world following the 1906 earthquake.

The next morning, *Chicago* tied up at Pier 24. As the rest of the Pacific Squadron ships became available, they arrived at the waterfront piers. From the evening of April 21, the San Francisco waterfront from Fort Mason to the Pacific Mail dock at the foot of First Street, a distance of 3.5 miles, was patrolled by the bluejackets. There was a guard on every wharf.

Safeguarding the piers was a wise decision, for it allowed the smooth distribution of supplies and the orderly evacuation of refugees, two operations which were also largely the work of the men of the Navy. *Boston*, *Princeton* and *Paul Jones* picked up medical supplies and provisions gathered at Los Angeles and rushed them to San Francisco. The three ships arrived April 23. Five hundred additional sailors were brought over from the naval base on Yerba Buena Island and were assigned to the docks to transfer supplies from ships to waiting wagons for distribution throughout the city.

For the first two days following the arrival of *Chicago*, all official messages to the outside world were transmitted through its wireless via the naval base on Mare Island. Outside communication from the city was impossible. Through this means, America was kept informed of the progress being made against the fire that was slowly destroying much of what the earthquake had left of San Francisco. In the fight against the spreading fire, it was the men of the Navy who played a decisive role.

In the first hours after the earthquake, Mare Island responded to the emergency. The commander at Mare Island, Rear Admiral Bowman Mc-



San Francisco Quake

Calla, rushed the fire tugs *Active* and *Leslie* to the city's waterfront. There, under the command of Lieutenant F.N. Freeman, men aboard the tugs fought the fire, using water and dynamite, for three days and three nights without rest.

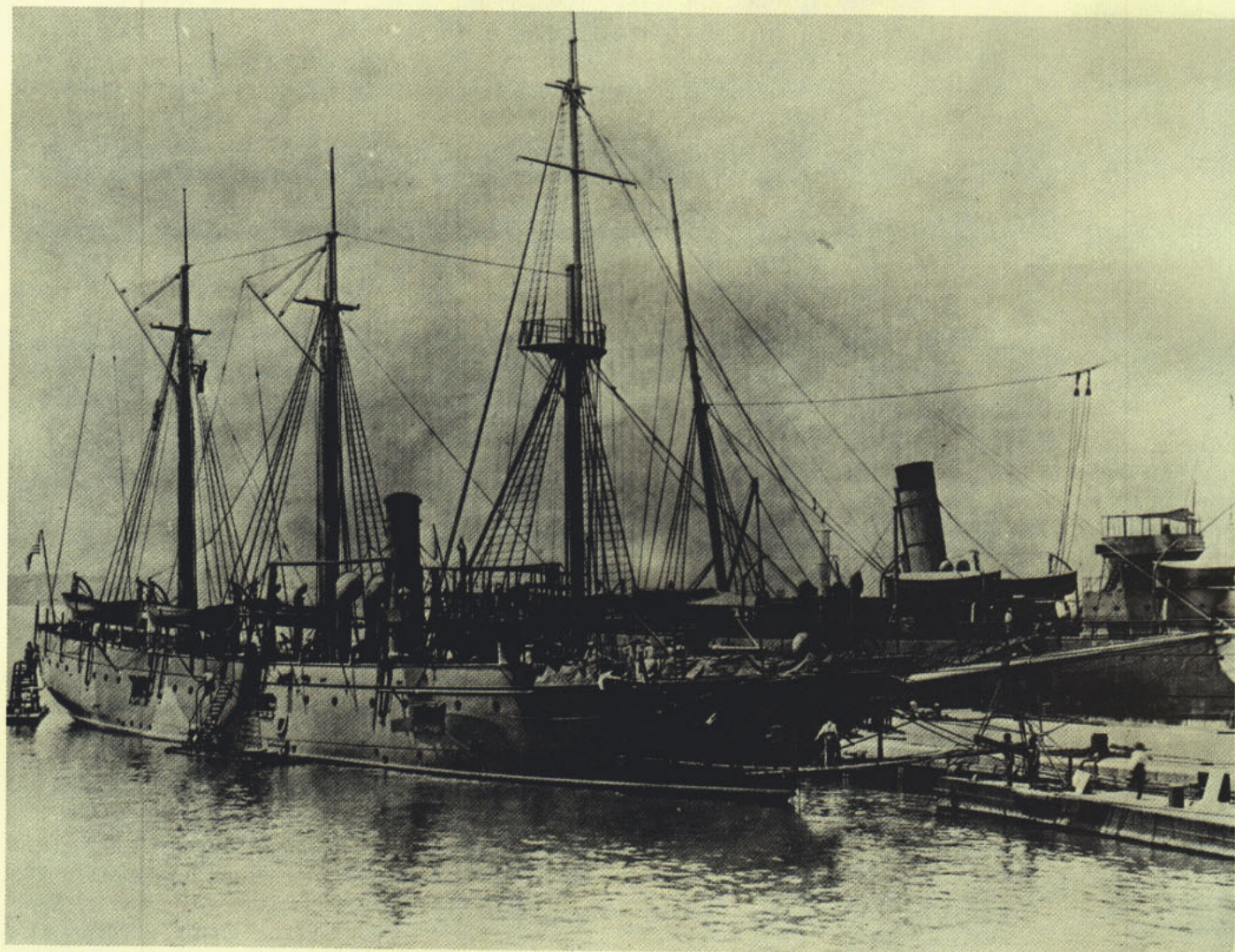
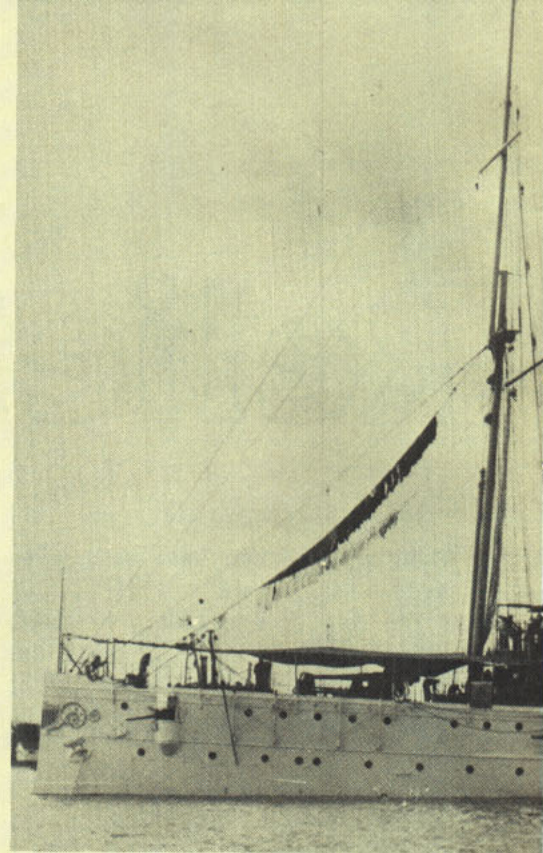
With *Chicago's* arrival, reinforcements and some relief were afforded the weary sailors on the tugs. These men had saved the Ferry Building and slips, along with the Appraiser's Building and countless other structures along the waterfront.

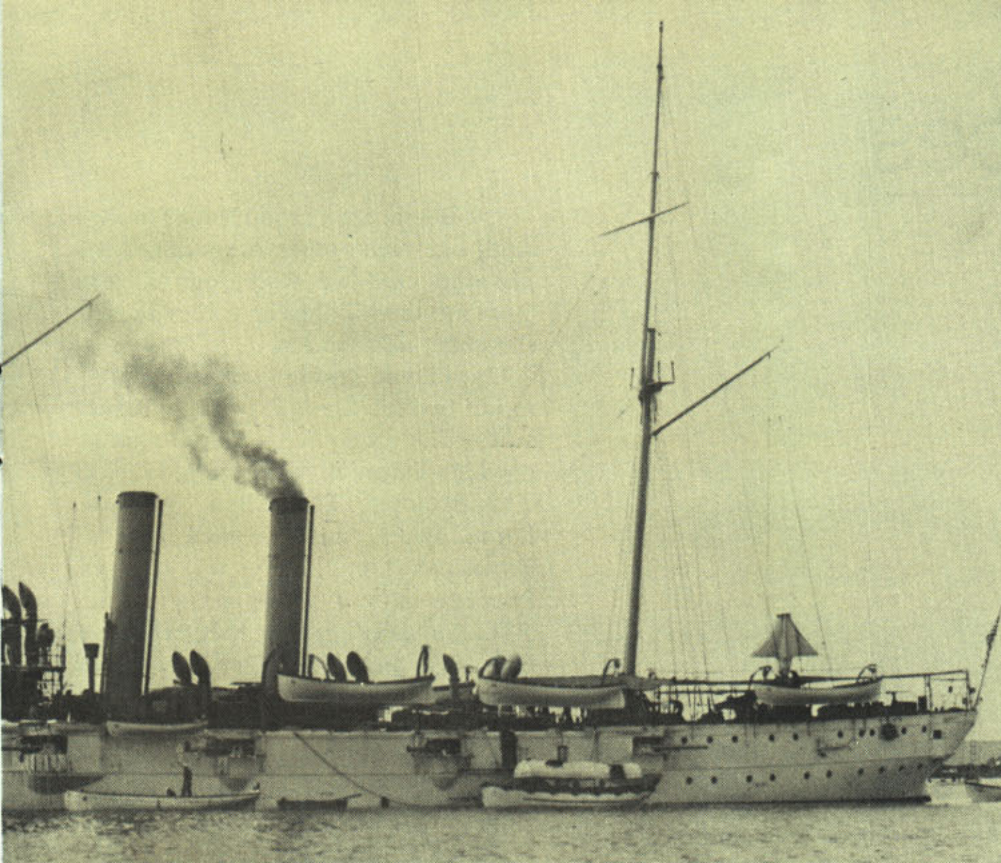
Saving the Ferry Building made possible the orderly evacuation of thousands of San Franciscans, and this task, too, largely fell to the Navy. During the first 24 hours, more than 1,800 men, women and children were evacuated from the city by USS *Fortune*.

While being ferried across the bay, these people received their first food and water in more than a day. In the week that followed, *Fortune* served the devastated area not only as a transport but also as a provision ship (at one time carrying some 1,800 gallons of fresh milk for the children who had been evacuated to the Presidio in Oakland).

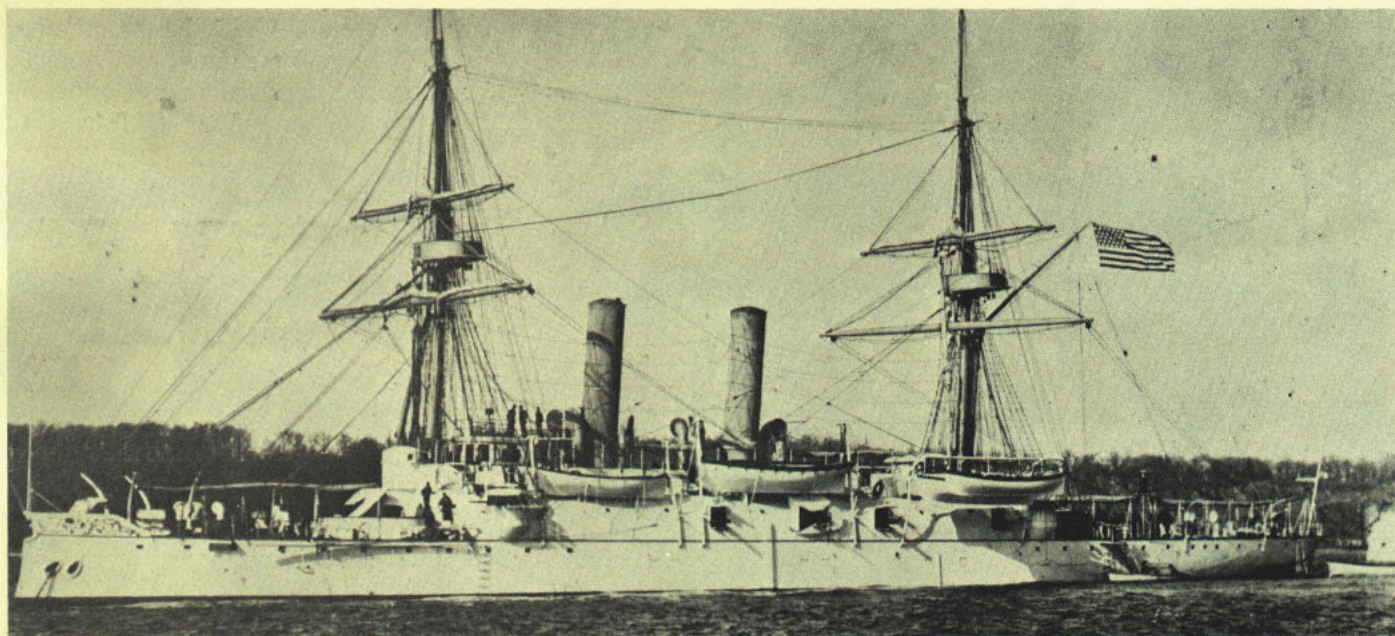
Fortune detoured on one trip to Angel Island to pick up 1,000 tents for use in setting up a tent city at the Presidio. By the end of the mission, *Fortune* had become such a familiar sight to the refugees that they unofficially renamed the ship "*Good Fortune*."

The rescue work by the Navy continued for two weeks. Many of the men—Navy, Marines and other service members—who toiled to save the





USS Princeton (opposite page), a composite gunboat, USS Marblehead (left), an unarmored cruiser and USS Boston (below), a steel gunboat, were instrumental in providing men and supplies to aid the earthquake victims.



earthquake victims shall be forever nameless. Others, however, are known and deserve mention. Along with Freeman on the fire boats were Lieutenant R. Sargent, Ensign Wallace Bertholf and Midshipman John E. Pond. J.A. Curtin, chief electrician of the submarine *Pike*, established a hospital in a church and obtained the services of doctors and nurses to attend the injured. Admiral Goodrich referred to it as the "Curtin" hospital. Also playing a big part in the rescue effort was

Lieutenant C.C. McMillan of the Revenue Service cutter *Bear*. They all were a credit in helping avert even worse consequences of the disaster.

On May 3, the state of emergency was declared over—the Army relieved the Navy in carrying out the day-to-day operations. The men of Mare Island and those from the Pacific Squadron had done their jobs, in many cases heroically. Tributes and messages of gratitude poured in from dozens of commercial firms in San Francisco.

Other people thanked the Navy for its magnificent job of maintaining order in the midst of chaos, for helping to evacuate the helpless citizens and for providing them with food and drink.

History, however, has pretty much forgotten the Pacific Squadron and the part the Navy men played following the San Francisco Quake of 1906. The Navy has not.

—Story by Francis X. Holbrook
and John Nikol
(© - 1981)

Good Choices

Leave it to the Bever

The Bevers are a proud Navy family. And, like many other American families who boast two, three, four or even more members in the Navy, they're not shy about admitting it.

Cryptologic (Administrative) Technician Second Class Bradley J. Bever said, "There's no better place to get a good start than in the Navy."

Cryptologic Technician Seaman Lynne Bever, now enrolled in the Broadened Opportunity for Officer Selection and Training program at NTC San Diego, said, "My brothers think it's great that I'm in officer training."

Two other Navy Bevers, Aviation Machinist's Mate First Class Allen Bever, now with Helicopter Training Squadron 18 at Ellyson Field, Pensacola, Fla., and Fire Control Technician Third Class Daniel S. Bever, now aboard USS *Richard E. Byrd* (DDG 23) homeported in Norfolk, Va., echo those opinions of pride.

"I enjoy Navy life," said Dan Bever.



(Above) CT2 Bradley J. Bever searches through files at NTTC Pensacola. (Right) CTSN Lynne Bever runs the physical fitness course at NTC San Diego.



"It offers a challenge not available elsewhere."

Dan joined the Navy after completing high school. Because he feels his job is so important, he plans to re-enlist under the Selective Training and Retention program so that he can train and work on the Mk-92 fire control system.

Allen Bever was the first of the five Bever children to enlist. (Chris, the fifth and youngest Bever, hasn't yet made up his mind about joining the Navy.) That was in 1972 when he was 18. In 1976, he re-enlisted under GUARD I and last May extended for 23 months.

Considering his future and the possibility of the Navy as a career,



Allen said, "I'm looking at it. I can go the enlisted route through chief petty officer or LDO."

Bradley Bever, who started his enlistment as an aviation machinist's mate, is candid about his feelings and optimistic about his future. "I had several jobs before I enlisted," he said.

AD1 Allen Bever (above) instructs Helicopter Training Squadron 18 people on their Navy rights and responsibilities. (Right) FTC3 Daniel S. Bever serves on USS Richard E. Byrd (DDG 23).

"But I didn't have the foggiest idea what I wanted to do. I tried my hand at being a mechanic. Later, I discovered I enjoyed administration, so I converted. I plan on making the Navy a career.

"Although present economics aren't very promising on the outside, it isn't the real reason I'm staying in. I happen to enjoy my job."

Married and the father of a 1-year-old daughter, Bradley said he would tell anyone that enlisting in the Navy is making a good choice. "I like the Navy; it has done a lot for me and my family," he said.

Lynne, a competitive 19-year-old, joined the Navy to get an education—and she's doing just fine with a 4.0 average in BOOST. She also wanted a job that was meaningful and challenging.

"I also wanted to travel and encounter new cultures," she said.

All the Bevers now are traveling and having new experiences. But do they

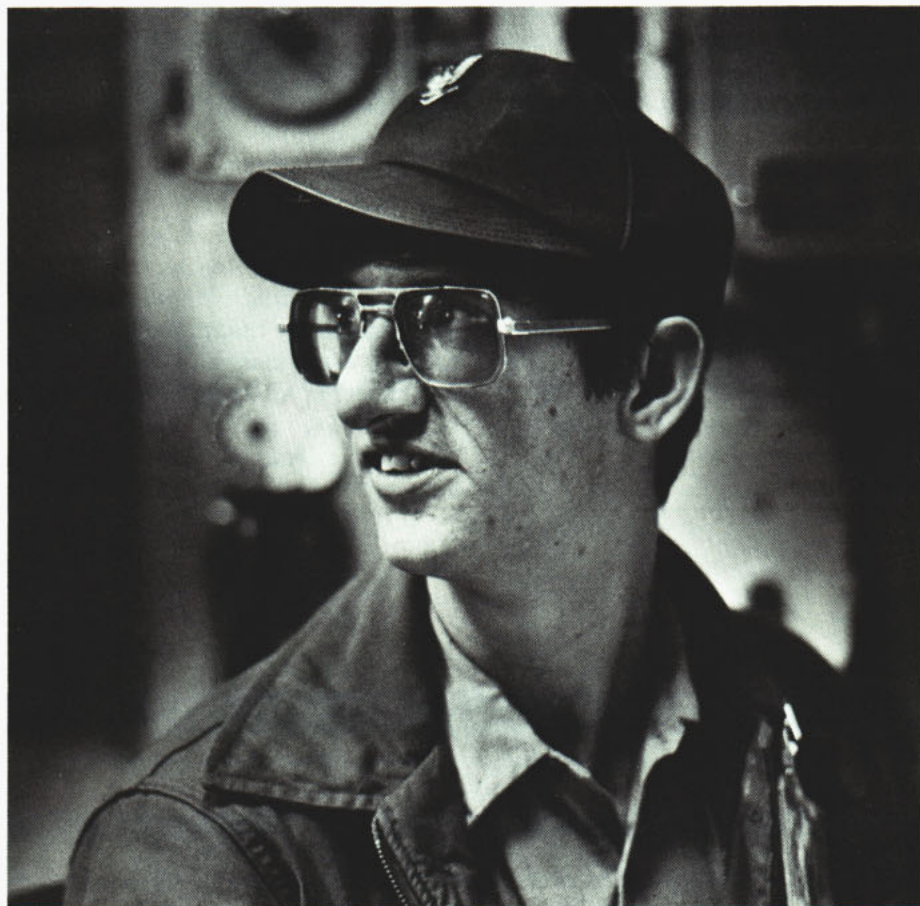
miss each other? Of course. However, they willingly accept the demands of the service because, as Dan Bever said, "We all knew what to expect." He believes—and his brothers and sister agree—that Navy life has strengthened their relationship. "We still write and call each other often," said Lynne.

Admittedly, their parents, Mr. and Mrs. Bernard L. Bever of Orlando, Fla., miss them, but gave them every encouragement when they wanted to join the Navy. In Bradley Bever's words, his father, a World War II Navy radioman, "was big on the military and influenced me most about joining the service."

There's no doubt that Dad Bever's own high opinion of the Navy has been taken seriously by his children.

*Contributing to this article were
JO2 Jason Emerick, JO3 Jon
Sakamoto, PH1 Michael Fitch
and AMH Bruce Perry.*

—Photos by PH1 Fitch and PH2 Ed March



Bearings

Whipple Has It

USS *Whipple* (FF 1062) of Destroyer Squadron 33 in Hawaii is reportedly the first ship to pass a surprise Operational Propulsion Plant Recertification Examination while deployed in the Seventh Fleet.

Rear Admiral P.A. Lautermilch, Commander Surface Combatant Force Seventh Fleet, announced the "no notice" OPPRE just before *Whipple* was due to weigh anchor at Pattaya Beach, Thailand. The examination board sailed with the frigate to Subic Bay, putting the crew through three days of testing along the way.

This OPPRE was especially trying.

It was a complete surprise, and the exam started with the ship at anchor while it was deprived of all shore "hotel" services, supply and material support. Yet the exam was executed as though *Whipple* had been moored alongside a pier receiving water, steam and electricity.

All preliminary elements of the test were administered the first day; this required the frigate to shut down its steaming boiler and use emergency diesel power for several hours at anchorage before getting under way.

Admiral Lautermilch was most pleased with *Whipple's* overall performance during the three-day test, which measured administrative per-

formance, casualty control training and material condition of the ship.

"The fact that your OPPRE was successful on a 'no notice' basis," the admiral said, "tells the entire operational and administrative chain of command that the engineering standards you demonstrated for the propulsion examining board and for me this week are the same standards you live up to on a day-in, day-out basis."

"This isn't something which can be turned on or off to suit a particular occasion—this is what combat readiness is all about. You either have it, or you don't."

Beyond the shadow of an OPPRE, *Whipple* has it.

Valiant Blitz

Thousands of U.S. Marines and sailors sharpened their amphibious warfare techniques during Exercise Valiant Blitz 81-1, which took place last November along the northwest coast of Mindoro Island in the Republic of the Philippines.

The week-long exercise involved 16 ships of the Seventh Fleet, more than 5,000 Marines of the Ninth Marine Amphibious Brigade and the Philippine Marine Corps. Local residents were treated to a spectacle of coordinated military strength: maneuvering ships, swooping planes, amphibious and helicopter assaults, riverine operations, combined tank-

infantry tactics and support activity from the Air Force's Military Airlift Command.

Something unique—though not nearly as spectacular—also happened. An AV-8 *Harrier* V/STOL attack aircraft took off from a flight deck normally restricted for use by helicopters: specifically, the flight deck of USS *Tarawa* (LHA 1).

Marine Captain Mike Wild, veteran aviator with more than 1,000 flight hours to his credit, piloted the 46-foot sweptwing plane that moves up, down, forward, backward or laterally.

Considered by many to be the most versatile fixed-wing aircraft in the world, the *Harrier* realizes a new dimension in amphibious warfare.

Captain Dwight D. Timm, *Tarawa's* skipper, explained:

"The *Harrier* allows an amphibious force to have as part of their on board aircraft a fixed-wing type—capable of higher speeds and penetrating greater distances—both to support the Marines and the amphibious task force as it travels toward or operates within the objective area."

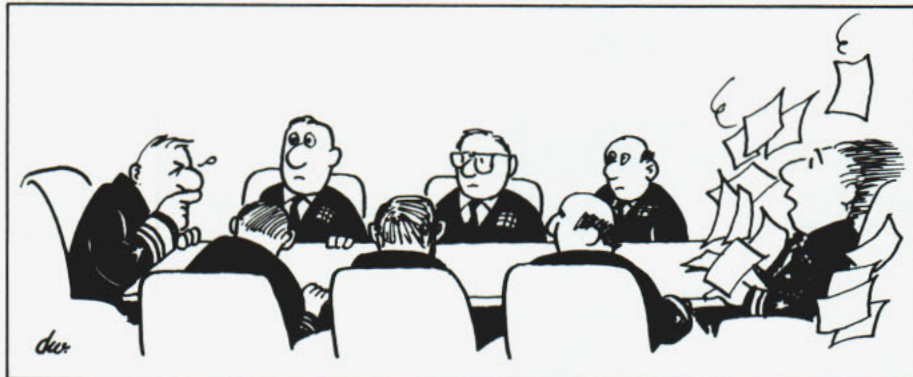
The captain felt that using the AV-8 attack plane aboard *Tarawa*—a ship which embodies the essential functions of amphibious warfare afloat—made Valiant Blitz a genuine testing opportunity for U.S. amphibious forces in the Western Pacific.

—By JO1 Ray Fredette Jr.

New Place to Live

More than 600 lucky sailors at NAS Oceana are living at Navy expense in civilian owned and operated apartments. A shortage of BEQ space prompted the air station command to develop an extensive off-base "comfortable lodging" program for single enlisted people assigned to the base.

Money for two new BEQs has been approved and completion of the new quarters is targeted for 1983 and 1985.



"GESUNDHEIT!"

Exchange Sailor

Master Chief Signalman Karl-Heinz Reiser of the Federal German Navy has been aboard USS *Arthur W. Radford* (DD 968) for about one year. He is one of five enlisted men from Germany in the U.S. Navy's Personnel Exchange Program.

Before taking charge of *Radford's* signal deck last year, Reiser pulled a 15-month tour with USS *Shreveport* (LPD 12)—his first day-to-day experience with American sailors.

As a first-hand observer, the German master chief has drawn some comparisons between our Navy and the German navy. "The U.S. Navy is more specialized than mine," he said. "You have the same type of jobs to do, but more people to do them with.

"Take signalmen, for example. In the American Navy, they are concerned only with visual types of signals—flags, semaphores, blinkers and so forth.

"But in the German navy, a signalman has to be more widely trained because he's expected to perform other kinds of jobs, like cryptology work or operating radio and teletype equipment."

According to Reiser, the German navy is made up of about 25 percent draftees; the rest are volunteers. No one is accepted into regular service without a high school diploma or a demonstration of professional skill. Volunteers in the "new" German navy are usually 19 to 21 years old.

The "old" German navy was disbanded in 1945, and was re-established 11 years later. Reiser sees this fresh start as a distinct advantage. "We are better off than the other European navies in that respect," he said, "because we started to use NATO procedures right away and had no trouble changing from our old ways—there weren't any old ways left to change."

Most volunteers in the Federal German Navy leave after 15 years of serv-



ice. But a screening board selects top performers each year and invites them to become "professionals." An enlisted professional will continue his naval service until he reaches age 52; Master Chief Reiser is a professional.

A unique proof of that title is the fact that Reiser is the first member of a foreign navy to earn the recently-created enlisted surface warfare specialist insignia. (He had to get special permission from the CNO to do it.) Basically, what it means is that the wearer has qualified as an overall expert in the operation of a warship at

sea—no small task.

Looking at the bright insignia pinned onto his khaki shirt, Reiser failed to suppress a large grin: "It was tough to do but I made it, and I'm very proud of this insignia."

In February of next year, Reiser returns to Germany for a probable tour with a communications station. Until then, he's finding life with the U.S. Navy interesting and life in these United States enjoyable. "It's a lot like living in Germany," Reiser said, "except that it's cheaper here."

—By JO2 P.M. Callaghan

Bearings

VCNO Visits Sixth Fleet

Admiral James D. Watkins, vice chief of Naval Operations, and Mess Management Specialist First Class Alan Gluck discuss fast food service aboard the Sixth Fleet flagship, USS *Puget Sound* (AD 38) homeported in Gaeta, Italy.

Admiral Watkins, who was Commander Sixth Fleet before assuming duties as VCNO, recently toured new shore support facilities and other Sixth Fleet staffs.

During his visit he spread messages of optimism about new benefits and compensation measures such as career sea pay, and said they reflected an increased recognition of the contributions and sacrifices of Navy people.

—Photo by PHI Doug Tesner



A Sailor's Prayer?

Two chemists at the Naval Research Laboratory in Washington, D.C., have developed a system that could take the tedium out of cleaning rust off hard-to-get-at metal surfaces.

Drs. David Venezky and Ramanaathan Panayappan recently devised a solution which can be applied to a rusty metal surface as a thick paste, allowed to harden and then be peeled away to reveal a clean surface.

One particular advantage of the chemists' new system would be its use in cleaning irregular surfaces such as high temperature valves and pipes aboard ship. Although the rust removing agent developed by the research laboratory chemists is still undergoing refinement, a spokesman for the NRL said the new solution "marked an important breakthrough in materials research."

"It will be awhile before the substance is introduced to the industrial community," said Jim Gately, acting

head of NRL's Information Services Office. "But, we've already had over 1,000 inquiries from companies around the country."

The scientists, who have a patent pending on their discovery, plan to perfect the solution for use on any surface that needs cleaning before paint or any other coating can be applied.

The Numbers Game

Ever wonder who decides how many billets a command should have? Or how that number is determined?

One of the groups that does just that is the Navy Manpower and Material Analysis Center Atlantic in Norfolk, Va. Recently, a team from the center visited the Aircraft Intermediate Maintenance Department at NAS Whidbey Island, Wash., to find out how many billets are needed to maintain the paperwork for the maintenance of 125 aircraft and their "aircraft keepers."

Team members measured workloads, conducted interviews and questioned their way to an understanding of the administrative jobs at AIMD. They then analyzed the information and translated it into numbers which were fed into the center's computers.

Meanwhile, other teams had gathered the same kind of information at Rota, Spain, and Sigonella, Italy, plus 30 other sites and from USS *Saratoga* (CV 60) and nine other ships.

After the total computer results were evaluated and ratios were determined, the manpower center was able to work out standards for the kind and number of billets required. By using these standards, the Navy can make the best use of its limited human resources.

Working behind the scenes, the men and women of the Navy Manpower and Material Analysis Center Atlantic give the Navy the vital information it needs to determine billet requirements. Their work sometimes goes unrecognized, but they play a major role in helping the Navy maintain its readiness position.

Model Builder

Aviation Machinist's Mate First Class Loren Perry Jr. has been attracting a lot of attention at the Navy Recruiting District in Jacksonville, Fla. One of the main props he uses to interest people in the Navy is a 1/96 scale model he built of the nuclear-powered guided missile cruiser USS *Long Beach* (CGN 9).

After more than two years of labor and about \$800 in materials, Perry recently gave his radio-controlled ship a shakedown cruise, with seaworthy results: the 7-foot-8-inch vessel responded like the real thing.

The recruiter's first step was to draw accurate plans of *Long Beach* from which to build his model. That part alone took a month, because he had to piece together the cruiser's dimensions from a variety of photographs. The Navy Department, obviously, doesn't release official blueprints of nuclear-powered warships.

Once his plans were ready, Perry

commenced building a one-piece fiberglass hull and a superstructure made of sheet plastic. "Some purists probably scoff at the idea of building such a model from fiberglass and plastics," Perry said, "but I don't feel I need to apologize."

Wood seems to be the favorite material for most shipmodelers and some might feel Perry was going against tradition by using other materials. But he feels it doesn't matter whether a model of a steel-hulled ship is built from plastic, fiberglass or wood—all of them are replacements for the real thing.

Several features of the model cruiser operate by use of a single 12N9 wet-cell motorcycle battery as a power source; the model *Long Beach*—equipped with twin screws—can remain under way four hours. The battery also drives an eight-track tape player (it plays patriotic marches), a horn (from a Fiat) and motors that animate the radar scanners and weapon systems.

On deck are rotating replicas of

Talos, *Terrier* and ASROC missile launchers, plus two gun mounts that also elevate. The ASROC launcher has a special feature: One of the cells not only elevates, but can open its double doors to reveal a miniature torpedo.

On the ship's upper and lower bridges, Perry has installed many details: helm, binnacle, consoles, sea chairs and six crew members. Tiny tools on deck were fashioned from bits of wire and slivers of plastic; the anchor chain came from a piece of costume jewelry.

Despite the painstaking detail work, Perry obviously loves his hobby. Other scale models include the tug *Dixie Moran*, German battle cruiser *Scharnhorst*, and the ill-fated British luxury liner *Titanic*. His hobby has also fit into recruiting work quite handily.

"As an active-duty recruiter," Perry said, "I've found that large ship models can be an almost indispensable tool for introducing the public to modern warships and their related systems."





Japanese Sailor

Another Way of Life

Japan is a nation of islands and the surrounding sea is an integral part of its rich culture. Culture often has a bearing on why many men of Japan choose the life of the sea, but for Hidetaka Imanishi of the Japanese Maritime Self-Defense Force it was something else. He saw a submarine.

"When I was a sixth grader on a tour, I was awestruck by the sight of a submarine. It intrigued me to the point of becoming a sailor when I grew up."

The 27-year-old native of Kasumi-cho, a small west coast city on the Sea of Japan, is a petty officer third class—roughly equivalent to a U.S. Navy E-5.

"In nine years, I've been aboard two destroyers for a total of five years followed by a year of shore duty. The past three years I've been aboard JDS (Japanese Defense Ship) *Teshio* (DE 222)," said Imanishi. JDS *Teshio* is a destroyer escort assigned to the Yokosuka district coastal patrol.

Teshio is a small ship with a crew of 135 men. It belongs to the Japanese *Chikugo*-class of destroyer escorts, the smallest warships in the world to have antisubmarine rocket armament aboard.

The Japanese Maritime Self-Defense Force doesn't have ratings, but if it did, Imanishi might well be a signalman, quartermaster and ship's bugler all wrapped into one. His job aboard *Teshio* includes using flashing light, flag signals, map navigation, chart corrections and duty as lookout and helmsman. In addition, he plays the bugle for reveille, parades and ceremonies. His military duties are bridge watch and division police petty officer, ensuring berthing spaces are clean.

Imanishi enjoys life aboard a small ship, probably because it's not much different from the crowded atmosphere at home. He's the youngest of eight children.

"Due to the ship's size, operating in high seas is not an easy life, but the pleasure and experience that cruises and port visits offer make up for the hard times at sea," Imanishi said. "I like to spend my liberty playing baseball, sightseeing and drinking some sake and beer," he adds. Cultures may differ but all sailors are alike in many ways.

Although work aboard a Japanese or American ship is basically the same, distinct cultural differences are seen after working hours. Like American sailors, at the end of a work day, Imanishi and his shipmates sit down for supper in the ship's galley, watching the evening news or sports programs on television. But instead of a Western meal of meat and potatoes, a meal of *Ika-no-sashimi* (raw squid), broiled halibut, rice, shredded *dikon* (white radish), salad, soup and, of course, green tea is typical.

After chow it's time to soak those



On or off the job, PO3 Hidetaka Imanishi gives his total attention to the situation at hand.

tired bones in a hot tub—not a normal shipboard activity in most navies. Aboard the *Teshio* is a large stainless steel bathtub filled with almost unbearably hot water in which crew members relax.

The bath is for soaking only. One lathers up and rinses off in the shower first, then it's into the tub. In a few minutes the heat relaxes tense muscles and calms nerves after the day's activities.

Following his bath, Imanishi might play contract bridge or Go and Shogi—board games of Chinese and Indian origin—with his shipmates. He often works on his pet project—building pagodas with toothpicks and matchsticks.

Imanishi has constructed four such pagodas. "It takes me about 250 hours to build a 2-foot model," he said. The finished product bears an uncanny resemblance in scale and structural detail to full-size pagodas.

Another cultural aspect aboard ship is the Japanese work philosophy. It's customary for a Japanese person to work at one job his entire life, and Imanishi is no different. "I want to be a

sailor in the JMSDF until the age limit. My career goal is to make chief petty officer," he said. The age limit for enlisted people is 50 and at that point Imanishi would have 32 years active service.

Chief petty officer may not sound like a difficult goal for a 32-year career, but advancement in the JMSDF is far from automatic. To become a CPO one must be the most senior first class petty officer in the division.

A recruit's contract in the JMSDF is for three years. After the initial three years, a re-enlistment bonus may be offered. Once advanced to petty officer third class, no monetary incentives are offered for re-enlistments. Along with many other requirements, time in service for advancement in the JMSDF is



about 14 years to petty officer first class, roughly the equivalent of an E-7 in the U.S. Navy. But Imanishi is undaunted; he loves his country and the sea.

As long as nations like Japan depend on the ocean for supplies and resources, men like Hidetaka Imanishi will continue to go to sea, taking their rich cultures with them.

—Story and photos by PH3 Lon Lauber



Currents

Summer Khaki Uniform Returns for Officers and CPOs

Effective last month, the summer khaki uniform is authorized for wear as uniform-of-the-day for officers and CPOs. In a recent change to the Navy Uniform Regulations, summer khakis were reintroduced as a service uniform, to include ribbons. It may be worn for liberty, watchstanding or other functions when the uniform-of-the-day is required. The service khaki shirt and trousers, and skirt version for women, shall be of the same fabric and clearly distinguishable in quality and appearance from the fabric used in the working khaki uniform. In addition, the uniform update establishes procedures to be used by local prescribing commanders, clarifies the definition of uniform categories and provides guidance for travel in uniform. More information may be obtained in NAVOP 26/81.

Sea Duty Extensions Encouraged

An increasing number of people are opting to extend on sea duty to take advantage of enhanced sea pay and sea pay premium. Individuals who elect to remain at sea beyond their projected rotation dates may be considered for extension if recommended by their commanding officer. While requests should be received at the Naval Military Personnel Command at least six months prior to PRD, requests are encouraged from those who currently have less than six months until their PRD. These will be considered on an individual basis. The sea pay premium of \$100 per month begins with the member's 37th consecutive month of sea duty. One-year sea extensions will be given sailors receiving favorable command endorsements; two-year extensions will be required if a home port change or additional training is required. More information may be obtained in NAVOP 24/81.

Navy Highlight

Quick thinking by a Patrol Squadron 93 (VP-93) Naval Reservist averted a possible tragedy in Bay City, Mich., recently. AD1 Henry Wright was dining at a Bay City restaurant when a woman at a nearby table collapsed suddenly. Moving quickly to assist the unconscious woman, Wright applied first aid techniques he learned in the Navy. While waiting for Bay City paramedics to arrive, Wright administered cardiopulmonary resuscitation. At the same time, he learned from the woman's husband that she was a diabetic and had a history of heart problems. Wright relayed this background information to arriving emergency medical personnel who transported the woman to a Bay City hospital. She later responded favorably to treatment. Bay City paramedics credit Wright's training and quick response to a critical medical problem with saving the woman's life. Wright has been in the Naval Reserve for 11 years and has been with VP-93, NAF Detroit, for the past five years.

Business Leader

You might not immediately consider the guy who runs the local garage or automotive fix-it shop as the community's industrial leader of the year. When he's Navy Captain Joseph J. Walter, and he runs the biggest garage in Pensacola—for Navy jets and helicopters—you begin to take a second look. The 47-year-old commanding officer of the Naval Air Rework Facility in Pensacola, Fla., was honored recently by being named one of the city's business leaders of the year. Through the many industrial improvement programs he has inspired at the NARF, 82 percent of its aircraft being returned to the fleet on time. Before his arrival, only 6 percent came out of the NARF on time, and the Navy was considering farming out the repair work to private contractors as an alternative. By using the innovative work techniques and time-saving methods endorsed by Walter, NARF personnel were able to reduce the amount of engineering time spent on each A-4 *Skyhawk*. Under his leadership, they managed a shorter turn-around time for each aircraft back to the fleet.

A Good Example

Ensign Brenda Robinson is not only one of the few women to have made inroads into what had previously been a male-dominated military field, but she also holds the distinction of being the only black female pilot in the Navy. "All I ever wanted to do was fly," said the 24-year-old ensign of North Wales, Pa., who graduated from Dowling College, Oakdale, N. Y., where she majored in aeronautics. "I was one of only five women at Dowling pursuing a degree in aeronautics," she said. "By the time I graduated, I had flown solo and earned my private pilot's license." It wasn't until her senior year in college that she thought about flying military aircraft. "I was told I would have to spend two years in the Air Force before I could get into flight school. The Navy said if I was tough enough to get through its flight school, I could fly with them. The Navy issued a challenge that appealed to me." She subsequently joined in November 1978 and began Aviation Officer Candidate School in Pensacola shortly thereafter. "The first week was miserable," recalled Robinson. "I had asked myself what I was doing there." After completing the 16-week course, she received her commission as an officer and went on to primary flight training at Whiting Field, Fla., and to advanced flight training at Corpus Christi, Texas. She was then awarded the wings of a naval aviator and was fly multi-engine, propeller-driven aircraft. Assigned to fleet Logistics Support Squadron 40, Norfolk, Va., she flies the C-1A *Trader* aircraft. The ensign doesn't enjoy being in the limelight, but would rather be left alone to "get the job done," as she puts it. "I knew I was doing something unique and I realized I would be a pioneer," said the officer. "I also knew I would serve as an example. I hope other people will realize they, too, can do what I've done."

Proud Professionals

They claim to be the most outstanding squadron in the Navy. They say that no matter who's in the group or where they travel, their effectiveness comes through as a team. There's no doubt about their credentials; they have a lot to back up their claim.

- They won the Thach Trophy for their outstanding ASW role aboard USS *Kitty Hawk* (CV 63) in 1979.

- They won the Isbell Trophy for excellence in air antisubmarine warfare in the Pacific Fleet in 1979.

- They won the Battle "E" for their performance from Jan. 1, 1979, to June 30, 1980.

But the pride they feel as members of Helicopter Antisubmarine Squadron

Eight (HS-8) shows up not so much in displaying trophies or pointing to public recognition. It shows up more in their attitudes toward one another and the feelings they have about belonging to a U.S. Navy helicopter squadron.

Proud men, HS-8 squadron members have set high individual standards for themselves and, more than most people, they let it be known they have a high regard for each other's professionalism.

The squadron is great. I spend as much time in collateral duty jobs as I do flying. We don't sit around waiting to fly. Everyone has other jobs.

—Lt.j.g. Paul J. Vonhoene

I've had many rewarding experiences in the Navy; this squadron is one of the best.

—Cmdr. Scott Walker

Our maintenance people are really good. We could be aboard a carrier in 72 hours. We just have to pack our bags and go.

—AW2 George H. Spence

From May 1979 to February 1980, they were aboard the carrier USS *Kitty Hawk* for a WestPac deployment that was extra long. It had been extended two months and the men felt the strain. So did their families.

Deployments are tough on families. When I'm here, my wife and I do things together. Then I go—all the decisions are hers. Then I come back and we get back into sharing. You've got to have a strong marriage to get over the transitions.

—Cmdr. Robert Parkinson

There aren't many problems when the squadron is home. But the day the husbands go over the horizon, problems pop up all over. There are sick children, emergencies, no relatives to



Left: Aircraft performance is a top priority, and HS-8 men take great pride in their aircraft. Right: A Sea King (SH-3H) of HS-8 gets a last minute check.



Proud Professionals

fall back on, and the ever-present loneliness. But that's where the ombudsman and wives' network help.

—Patty Parkinson

The flight deck is a tough place. At night it's the most bizarre thing you've ever seen. Make no mistake about it, it's dangerous out there.

—AN John J. Kilduf

The men of HS-8 know well the old deployment routine, its dangers and the problems of long separations from their families. Tough as this life is, though, they are Navy people. Their attitude is one of "Well, this is the life I chose."

Many of them, committed to their Navy careers, will go on deployments again and again because they believe

that the good far outweighs the bad. Their families understand.

I liked the Navy from the first day I enlisted—and my family understands my job. Besides, if I tried to leave it, I think my family would disown me. My wife and children are the most patriotic people I know.

—Cmdr. Scott Walker

There are a lot of things you can do in the Navy that you can't do anywhere else. I've been to Japan, the Philippines, Korea, all over. Of course, flying is the main attraction for me.

—Lt.j.g. Steve D. Miller

For the present, the squadron is at its

Cmdr. Robert Parkinson, former CO of HS-8.



home station of North Island in San Diego Bay—156 men and their six Sikorsky all-weather *Sea King* (SH-3H) helicopters. They're a total team whose lives are tied to the helicopters and, often, it's a waiting game.

For every hour the plane is in the air, there are 27 hours of support time on the ground. That means there's much to be done: routine maintenance, ground training, standardizing procedures, making sure everyone is up to date in qualifications. They all work together to get the job done, ministering to the birds, readying them for whatever mission the squadron is called upon to perform. In San Diego, though, there's also time for personal leave.

The squadron's organization is similar to that of a ship with a com-

manding officer, executive officer, department heads, division officers, etc. In HS-8, four departments run the show: safety, operations, maintenance and administration.

Operations basically is in charge of the squadron so far as training and qualifications go. All of the men in operations have a crew spot on a helicopter in addition to their collateral administrative duty. Commander Scott Walker, for example, has been operations officer, maintenance officer, administration officer and executive officer. He recently took over command of the squadron from Commander Robert Parkinson. Lieutenant Junior Grade Paul J. Vonhoene, who got his wings in June 1979 and joined HS-8 in the Philippines when the squadron was deployed, is outgoing materials control

officer and also incoming line division officer.

We all have two or three different jobs to do.

—AW2 George A. Spence

In addition to the training and maintenance work, the people programs—personnel, public affairs, legal, career counseling—still carry on.

Career counseling takes high priority in the squadron and it is one of the areas where Chief Aviation Ordnanceman David H. Smith shines. A former Marine sergeant who once had his own platoon, Smith is now an HS-8—and a Navy—booster. Serious and intensely proud of his group, he does his best to help make everyone's tour a good one.

What we try to stress in this command is that you've got two ways to go with a decision. You can make it a good one or a bad one. I think you'll find that most guys who get out enjoyed their tour. Most of them feel good about what they have done.

—AOC David H. Smith

The average age of enlisted men in the squadron is 21. They come into the group and are immediately pushed into a fast learning situation. Their training is constant and they assume responsibility without wasting any time. They depend upon and trust each other's judgment.

When there's a hard down gripe (need for repair), the maintenance people get it fixed right away. We don't have any problems there.

—AOC David H. Smith

In the hangar, around the planes, the maintenance people work on the birds and talk about pay, advancement, education. They speak freely about their jobs—what they like and what they don't like. Some feel things will be better if they get out. Some found things

Working together at all stages of ground maintenance and in takeoff procedures is a necessary ingredient in the HS-8 success story.



Proud Professionals

weren't better and so came back in. Most admit that if you want a good career in the Navy you can have it.

The road ahead looks good and there are good opportunities for education and advancement in the Navy.

—AW2 Dennis Z. Gai

If you want to go somewhere in a career, the Navy's the place to be.

—AW3 James H. Wilson

Still, some of the men, despite their current commitment to the squadron, don't consider the Navy their career. Some of the younger ones don't yet know what to expect of the Navy or of themselves. They're still searching for a niche in life and they feel the Navy was a good place to start.

Apart from the hangar, in a nondescript little building at the end of the ramp area, the plane captains talk about some of the same things.

Waiting for another helicopter to get ready for liftoff, or to bring one down, they while away their time. Here, also, they sit and air their own personal gripes about their jobs in the squadron and the Navy as a whole. They're young, mostly single, most on their first enlistment and most of them still a long way from having to make "the" decision. Some say they're planning to get out of the Navy.

But who knows? There's always that little bit of hesitancy. And, too, there's that little bit of noncommitment either way when the decision to stay or go is still three years away.

There's no sense of noncommitment, however, when the plane captains are about their business. Out on the ramp, the yellow helmets are definitely in charge. With calm as-

In the hangar (below) the hard gripes are resolved by the maintenance crew; on the ramp, the plane captain (right) takes over.



surance, they vouch for the plane's safety in flight—no pilot dares lift off until he gets the go-ahead from the plane captain.

Often, nonrated men just checking into a squadron become plane captains in a short time. It's a good introduction into the squadron because it familiarizes the newcomer with the aircraft right away. And it puts him in a position of heavy responsibility. Once he has learned his job, he's assigned a plane.

Then he takes over. He inspects the helicopter, looking for gripes. His is a total responsibility—even when it comes to cleaning the aircraft. Some go the extra step of putting their names on the side of the plane.

But even so, the young men sometimes get bored because there often isn't enough to do. One plane captain said it's hard to adjust when the squadron comes back from a cruise where it's 12 hours on and 12 hours off "and not the easiest place in the world."

Meanwhile, the four-man helicopter crews (helicopter aircraft commander, copilot, sonar operator and assistant sonar operator/SAR swimmer) constantly train and practice against the time they'll be called on a search and rescue mission or for the next inevitable deployment.

Our job is antisubmarine warfare. We go out from our carrier and search for enemy submarines. In wartime, we'd find the enemy sub, attack it and put it out of commission. Now, during this part of our employment cycle, our planes are in maintenance, our people are in training, getting ready for the next deployment. When our carrier goes to sea, our helicopters will be on it.

—Cmdr. Robert Parkinson

And so, they train in bright sunlight and cold darkness, at dawn and at sunset when shadows make it difficult to see things in their right perspective.

Cmdr. Scott Walker (right) talks with squadron members.

They train at night, to sharpen their instrument skills at taking off from and landing on ships in the dark. Not knowing what they might encounter on a mission, the pilots put themselves into imaginary dangerous positions. What if we hit a heavy cloud bank? What if an engine fails? What if the wind gusts too strong?

Like the other pilots in HS-8, 26-year-old Lieutenant Junior Grade C.M. McCarthy asks himself these questions during his training flights. An Annapolis graduate, he came to North Island in August 1979—and he hasn't been sorry. His first helo mis-

sion was transferring a patient from a ship at sea to a naval hospital.

Having fun and trying to do a good job as an officer, McCarthy considers himself fortunate to have started with HS-8 ("It's a really good squadron."). Single, he lives in an apartment, does a lot of cooking and gets together socially with other people from the squadron. Right now, he plans to make the Navy his career.

One of the best things about being a helo pilot is helping people. There's a lot more to life than money.

—Lt.j.g. C.M. McCarthy



Proud Professionals

For McCarthy and the other HS-8 pilots, training has but one purpose: being alert to find the enemy submarines—"... make sure we spot him before he spots us."

Sometimes, when they're not on a mission or training for one, especially when their sense of fun and camaraderie is high, these men are almost like people on a movie screen. You can imagine the scene when Lieutenant Commander Sam Taylor regaled his 15th high school reunion buddies with stories about his derring-do. And you somehow expect that any minute one

of them will wind a white scarf around his neck and pull goggles down over his eyes.

That devil-may-care attitude can be misleading. These men are experienced and highly trained—they know what they're about. They also know that the Navy depends on them to do a good job, to search for foreign submarines, to evacuate the wounded, to rescue the lost fisherman. You can bet they know what they're about—they're Navy helicopter men.

—Story by Joanne E. Dumene

—Photos by PH2 Mike Lynch

As this issue of All Hands went to press, we learned that 20 enlisted men and two officers of HS-8 have requested extensions so that they could make the next cruise when USS *Constellation* (CV 64) deploys this fall. All of the 22 were on the last deployment with the USS *Kitty Hawk* (CV 63); some of them were on the deployment before that. As we said in the story, they go out again and again.

Flying low 'n slow

Whether an aviation candidate desires to become a helicopter, fixed-wing or strike (jet) pilot doesn't matter at the onset of a flying career. Naval aviation students begin flight school by attending 18 weeks of primary training at either Training Air Wing Five, NAS, Milton, Fla., or TraWing Four, NAS, Corpus Christi, Texas.

Primary training is exclusively fixed-wing with plenty of academic, hands-on and also simulated flying—winging by day, by night and in instrument conditions.

It's during the latter phase of primary that the candidates are selected for further rotary, multi-engine or strike training. If chosen for rotary, they will continue in the intermediate phase for another five weeks of helicopter indoctrination where skills are found, developed and refined.

Then it's on to Helicopter Training Squadron Eight (HT-8) where they are

introduced to different methods of using those skills. Then to HT-18 and the advanced helicopter course where more skills are learned such as air tactics and shipboard environment. Here their first shipboard landings take place.

Only after some 16 to 18 months of book work and practical application do they receive their wings as naval aviators. With 250 hours of flight time, they are designated rotary-wing pilots.

Though their jet counterparts fly faster and higher, helicopter pilots fly through the skies at a slower, lower and sometimes more leisurely pace.

Their reasons for becoming chopper pilots differ from those of jet pilots.

"Flying high and fast never appealed to me," said a 13-year helicopter veteran. "Aside from that I liked the idea of the use of helicopters in search and rescue. It sounded more exciting than just flying straight and level."

"Helo missions are longer," said

another. "You may spend four or five hours in the air but a jet mission will peak at one and one-half hours."

And in the Navy those missions range from antisubmarine warfare operations and logistics to combat support, mine warfare and SAR missions.

While flying slow and low is considered just one of the boons among helicopter pilots, it's the greater variety of duty which attracts these people. One, for instance, is the ASW helicopter pilot who finds a real challenge in searching for submarines.

"A strike pilot sees his target most of the time," said one ASW helicopter man, "but I usually don't see mine. There's a great feeling of accomplishment in finding something below in the ocean's depths. I'm not just flying, I'm totally involved."

Multi-purpose best describes the helicopter. It can land almost anywhere; it doesn't require thousands of feet of runway. It can hover and make 90 degree turns and back up in mid-flight. It can pop up from the cover of trees or mountains, lay down a field of fire, effect a rescue and move out as quickly as it moved in.

Sacrificing speed and altitude is no real drawback. It's variety, involvement and weaving through the air by the seat of one's pants. That's the difference to helicopter pilots.

To them, slapping through the skies, low 'n slow is the only way to go.

Recruiting Command

Come Sail With Me

HAILING YOU
for



*Service, Travel, Trade-
Instruction*

NAVY PAY RAISED

Bonus for former Navy Men

APPLY NAVY RECRUITING STATION

In the early days of the Navy, most recruits came from the great seaports of the East: Gloucester and New Bedford, Mass., Charleston, S.C. and Portsmouth, N.H. Men born in those towns were of the sea and they eagerly answered the call of the Navy's first recruiting poster, "Great Encouragement for Seamen."

Through the 19th century, the Navy continued to do most of its recruiting in sea towns although some changes in the Navy's make-up began with the Naval Appropriations Bill of Aug. 5, 1882. The bill called for a Navy of steel ships powered by steam and electric plants. Many men would be needed to man the new ships.

Most of the men recruited then were immigrants who usually enlisted directly on board naval ships. Bluejackets already in the service were Civil War veterans; there wasn't an immediate recruiting problem.

In 1895, Secretary of the Navy Hilary A. Herbert rejected a congressman's suggestion to recruit from the interior of the country. He said, "We're not having any difficulty in enlisting upon the sea coast all the men and boys needed for the Navy."

Two years later, however, the Navy experimented with recruiting in Chicago, Detroit, Milwaukee and Duluth, Minn. Although the effort was successful, the Navy continued to look to the coast for its recruits. By 1907, however, the picture had changed—recruits were coming from all over the country at the Navy's expense. From then on even through the Vietnam era (except for two months in 1918 when the nation was gearing up for war with Germany), the Navy was made up of volunteers.

Recruiting Command

At the end of the 1960s, however, the Navy was predicting a shortage of volunteers. The mood of the people was anti-military, a result of their concern over the war in Southeast Asia. It was a time when opinions were clashing openly, taken to the streets as well as in the halls of Congress. In one instance, a Navy recruiter was held prisoner in his car for eight hours by a howling mob of college students opposing the draft. In New York City another Navy recruiter was shot and killed by radicals who, paradoxically, were protesting U.S. involvement in the war.

And this was the time, too, when the Navy realized its recruiting methods needed to be changed. Appealing recruiting posters wouldn't be enough to attract the people the Navy needed; highly trained recruiters and professional advertising methods needed to be developed.

On April 6, 1971, the Secretary of the Navy approved the establishment of the Navy Recruiting Command as a field activity of the Chief of Naval Personnel. Rear Admiral William M.A. Greene took over the new command.

"There really was nothing in our history to prepare us," said Admiral Greene, now retired. "At no time in our past had the Navy required the

numbers, the variety or the specialized abilities of the people needed by today's modern global fleet. And the law said they must volunteer."

Thus, members of the new command were forced to train themselves as they wrote their own history and changed the way the Navy was getting its message to the public.

Tom Hall, head of the Marketing Communications Branch at Navy Re-

cruiting headquarters, was advertising director of recruiting for the Bureau of Naval Personnel at the time. "The new rules called for a much more aggressive approach. The gray flannel suits of Madison Avenue began working the Navy way of life into full color, prime time television, radio and the print media."

To fulfill this requirement, there came a new breed of recruiter with



JOIN THE NAVY

THE SERVICE FOR FIGHTING MEN

special recruiting aids and a background of training in communication techniques. Schools were set up in Florida for both officer and enlisted recruiters, and a team was established to audit and standardize techniques of recruiters in the field.

Today's Navy Recruiting Command is composed of some 600 officers,

5,300 enlisted people and 500 civilian employees.

In 1980 the "Freeman Plan," a recruiter incentive program, was adopted as a way of rewarding recruiters individually for their efforts. A score of so many points (indicating types and numbers of persons recruited) over 12 consecutive months now equates to meritorious advancements, Navy Commendation and Achievement medals, as well as letters of commendation and invitations to remain on recruiting duty.

In fiscal year 1980, and for only the third time since the inauguration of the all volunteer force, the Navy Recruiting Command met its One-Navy enlisted recruiting goal of 99,299. The command also attained the highest number of officer accessions since the inception of the all volunteer force. This year's One-Navy goal is 106,238.

As the Navy's manpower requirements continue to increase, and the recruitable age population decreases, recruiting becomes an even greater challenge.

But Rear Admiral Floyd H. Miller, the present commander, Naval Recruiting Command, believes his re-

cruiters are ready to meet the challenges which face them in the years to come. "My recruiters are a super team," he said. "They're aggressive and hard-charging. If they continue to work as hard and as smart as they are now, our next 10 years will be as successful."

And so, gone are the days when the ship's captain did his own recruiting as was done to crew the battleship *Nebraska* in 1907. Gone are the high school girls in middie blouses who helped exhort youths into signing up, as was the practice in the early months of World War I. And the Bureau of Construction, Equipment and Repair isn't enlisting 14-year-olds as it did back in 1855.

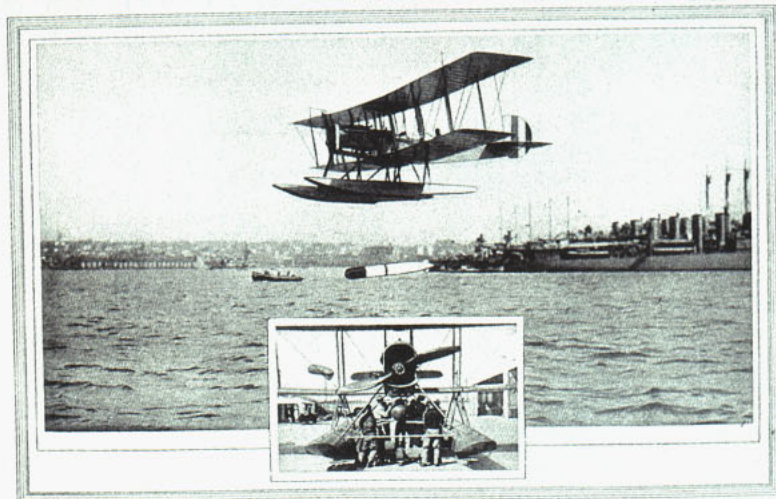
"There's a new world of recruiting today," said Admiral Miller. "It's a system of pride, principle and professionalism resulting from 205 years of experience. For even if the Navy Recruiting Command is only a decade old in name, it still uses John Paul Jones' appeal to youth as its principle advertising motivation."

*Sign on young man and sail with me.
The stature of our homeland is no more
than the measure of ourselves. Our job
is to keep the torch of freedom burning for all.
To this solemn purpose we call on the young,
the brave, the strong and the free.
Heed my call. Come to the sea.
Come sail with me.*



**Man the
GUNS**
Join the **NAVY**

WHAT THE NAVY IS DOING

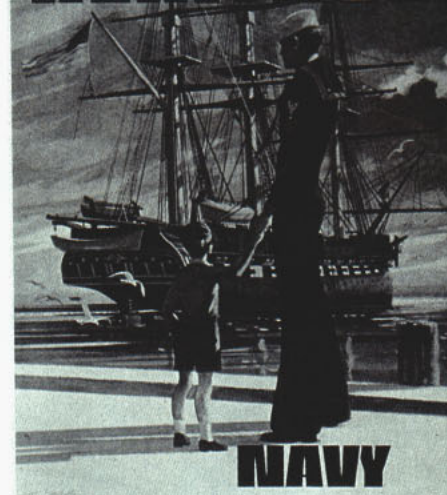


A POWERFUL WEAPON OF OUR THREE PLANE NAVY

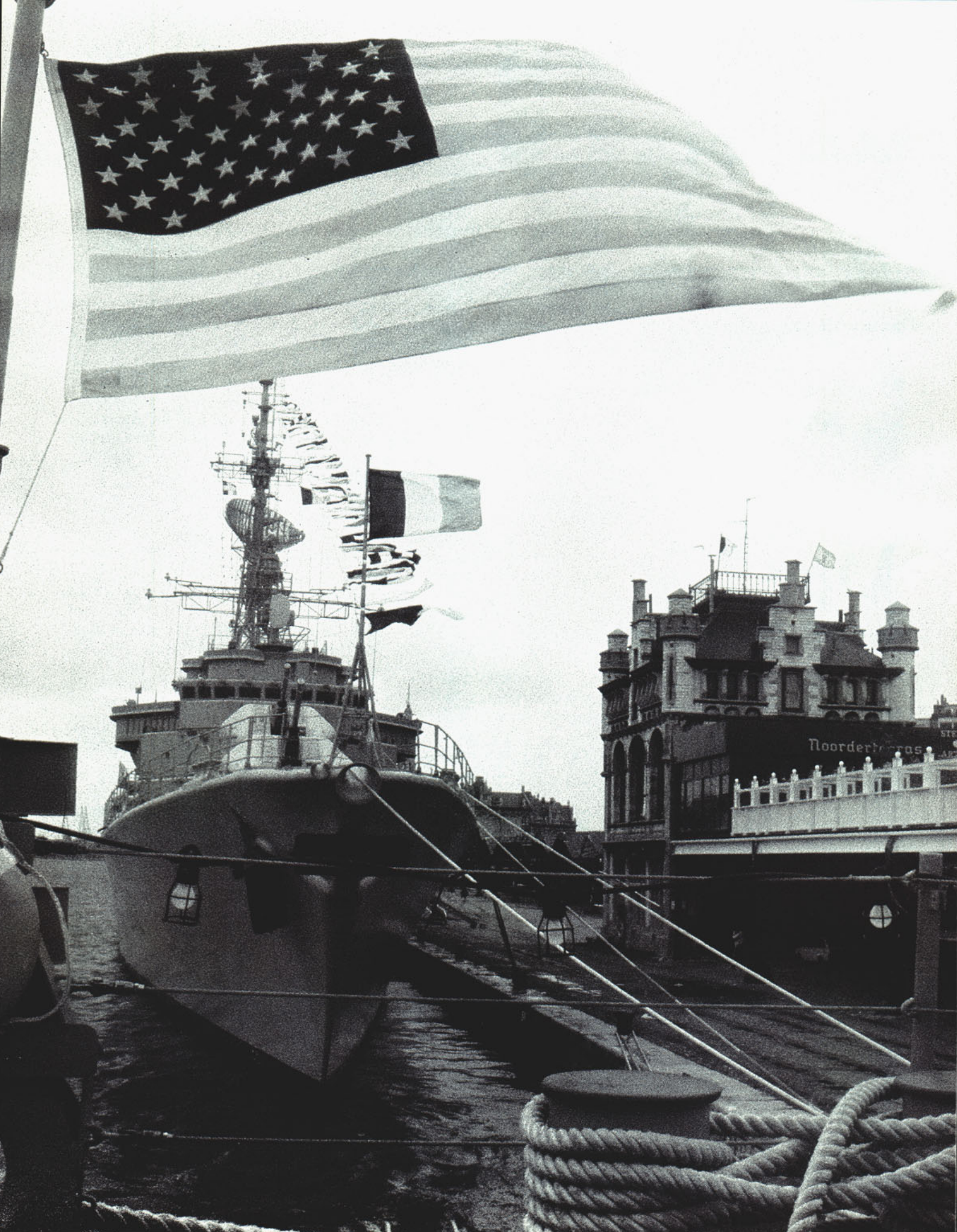
The idea of the torpedo plane was originated in our Navy some years ago and was developed and used successfully during the World War. Possible future naval battles will be fought on three planes, by air craft, battleships and submarines. The torpedo plane is certain to develop into an efficient and deadly weapon of offense. Large fast vessels, carrying numbers of these planes, will accompany the fleet and from these ships the planes can take off into the air against the enemy.

THE NAVY FIGHTS IN THE AIR AS WELL AS ON AND UNDER THE SEA.

HERITAGE



NAVY



Visit to Belgium

Royal Review for Vreeland

The scene looked like a photograph out of a history book. Twenty-six gray ships from navies around the world were at anchor—ships from Canada, Denmark, the Federal Republic of Ger-

many, France, Greece, Italy, the Netherlands, Norway, Portugal, Spain, the United Kingdom, Belgium and the United States. They were in Ostende, Belgium, for the 150th an-

niversary of that nation's independence.

All the ships were "dressed," with their crews manning the rail in dress uniforms. Prince Albert of Belgium reviewed the fleet while embarked in the Belgian frigate *Wielingen*, followed by four Belgian Navy ships of the royal squadron.

"The scene was impressive," said Commander Paul P. Aquilino, commanding officer of the USS *Vreeland* (FF 1068). "U.S. ships don't often have the opportunity to take part in this type of review."

Vreeland, the U.S. participant in the naval review, was assigned while making a routine deployment with the Sixth Fleet in the Mediterranean.

"There we were, manning the rail," said Boatswain's Mate Second Class David E. Crandall. "As the prince's ship passed we were given the order to uncover and cheer the prince. All together we yelled, 'Hip, Hip, Hip, Hooray!' three times—it was like a movie."

Following the two-hour review, a reception was held in Ostende's Kur-



Opposite page: Vreeland's American flag frames the French ship De Grasse (D 612). Left: Flanked by Belgian navy men, Cmdr. Paul P. Aquilino, Vreeland's CO, prepares to lay a wreath at the sailor's monument in Antwerp.

Visit to Belgium

saal (Casino) where the commanding officers of the various ships were presented to Prince Albert. "It was the honor of a lifetime to meet the prince," said Aquilino.

As part of the independence anniversary, *Vreeland* also participated in a three-day port visit to Antwerp. The crews of *Vreeland* and visiting ships from other nations were guests of the Belgian navy at many special activities including tours to Brussels, Waterloo, Ghent and Bruges.

"The tour to Bruges was probably the most popular," said Electronics Warfare Technician Second Class Gary

K. Chambliss. "It is an ancient, 12th century city, completely restored."

Visits to cathedrals, art galleries and museums in Bruges gave the photographers among *Vreeland*'s crew ample opportunities to hone their picture-taking skills.

The city of Antwerp with its 14th century Cathedral of Our Lady and the historic town hall, was a haven for sightseers.

"Many of the buildings look like those you would see in a fairy tale book," said Chambliss.

The *Vreeland* crew participated in ceremonies of a serious nature while in

Antwerp. A wreath was laid at the Sailors' Monument and crew members were invited to attend a special religious service to honor the 150th anniversary of the nation's independence.

Vreeland was accompanied on the Antwerp port visit by the Italian ship *Carabiniere*, the French ship *De Grasse* and the Belgian ship *Westhinder*.

"We had a chance to get to know

Below left: BM2 David E. Crandall and EW2 Gary Chambliss (l-r in center) tour the Italian ship Carabiniere. Below: A Belgian dignitary at a church service. Bottom: The modern and the ancient add to the beauty and charm of Antwerp.





navy men from other nations for the first time," said Chambliss. "The frigate *Westhinder* is impressive and we all enjoyed meeting her crew and seeing the ship."

The Antwerp port call provided *Vreeland* an opportunity to host the other ships. Local people also were invited to tour the ships. It was estimated that more than 6,000 people visited the U.S. frigate during the three-day stay. *Vreeland's* commanding officer summed up both the port call and the visit by the Belgian people. "It was great for both the visitors and the crew," said Aquilino.

And indeed it was—a visit long remembered by Americans and Belgians, alike.

—Story and photos by JO1 Ken Duff

Left: American sailors get a look at the Belgian frigate Westhinder. Below: Belgian citizens wait to visit Vreeland shortly after its arrival in Antwerp.



Getting the Good Things in

Lucy B. Young is a woman who believes things are moving so fast nowadays that if you say something can't be done, you'll get run over by somebody else doing it. This upbeat attitude on life in general and flying in particular has earned the 26-year-old Navy lieutenant from Roxbury, Conn., a unique career in naval aviation.

Young is a jet pilot assigned to Fleet Composite Squadron One stationed at NAS Barbers Point, Hawaii. The squadron provides loyal opposition for Navy ships and air units in the mid-Pacific needing to hone their combat skills. As one of 12 squadron pilots, Young spends about 35 hours each month in the cockpit of an A-4 *Skyhawk* jet.

"I picked the Navy because of the opportunities it offers women," Young said. "I wanted to be a naval officer because I knew it was a good profession."

Young's flying includes towing aerial targets for fleet gunnery exercises, launching drone aircraft as missile targets, putting other pilots through their paces in air-to-air combat practice and flying aerial photography missions. "You get a lot of satisfaction because you know you're doing some good for the guys aboard ship," she said.

Young graduated in 1976 from Purdue University where she was in the Naval Reserve Officers Training Corps. She entered flight training at Pensacola, Fla., the following October.

Young was the 14th woman to complete Navy flight training. She was selected to transition from trainers to jet aircraft and was sent to Kingsville, Texas, in late 1977 for training.

"My first solo in an A-4 jet was anything but routine," Young said. "I started rolling down the runway and the cockpit began filling with blue smoke. . . I never saw that before. I started thinking of emergency procedures while I was whipping down the runway.

"The engine was doing fine so I decided to go ahead and take off. It turned out that they had just serviced the air conditioning and A-4s are notorious for oil seeping into the system, causing blue smoke and then clearing up," she said.

Following jet training, she joined VC-1. VC-1 was the first unit in Hawaii to get a plane in the air when the Japanese attacked Pearl Harbor—an amphibious biplane painted green and orange and manned by two very angry sailors toting Springfield rifles.

But there have been a lot of changes since 1941. Young cites the fact she's one of two women pilots in VC-1. In addition, some 50 of its enlisted persons are Navy women.

The 40 female flyers in the Navy are exempted by law from flying combat missions, but Young believes circumstances will change that. "This country has never needed to use women in combat. Our social values have been against it and many people still feel that way," she said.



Life



Adventure attracted Young to flying. "It seemed a lot more exciting than pushing paper. I like the outdoors and traveling. Flying combines everything I want to get out of life," Young said.

During her off-duty hours, she's a marathon runner and plays basketball to keep in shape. "I'm also working on my civilian pilot instructor's rating at the flying club," she said. "Flying a light plane is as challenging as piloting a jet in many ways."

Young has logged about 1,000 flying hours, mostly in the A-4 Skyhawk. "They say that the time between 500 and 1,000 hours is the most dangerous for a pilot," she said, "because you think you know what you're doing when you may or may not. By the time you've logged 1,000 hours you can handle a plane."

A transfer to NAS Kingsville is in Young's immediate future. She learned to fly jets during her first tour at Kingsville; this time she'll be a jet flight instructor and will try to realize one of her more immediate goals: "I hope to

become carrier qualified (making a number of landings and takeoffs from the deck of an aircraft carrier)."

Besides her flight duties, Young is also VC-1's aircraft division officer. She directs the work in five maintenance shops and heads up 55 enlisted people. "It's the largest division in the squadron and involves people working in five different technical ratings," she said. "At times, it's more challenging than flying."

Although still single with an active social life, Young doesn't think marriage would interfere with her Navy career. "I'll probably marry another pilot, though. That would be the only type person who could appreciate what I do. I guess having a jet pilot for a wife would be difficult for anyone else," she said.

Male pilots readily admit that Young is an outstanding flyer. But what happens when they're whipped fair and square in mock aerial combat by the determined 5-foot-5 brunette?

"You quietly take your lumps," said a fellow flyer in VC-1. "Admit she's a damned good pilot and just hope your friends in other squadrons never find out."

—Story by JOCS Lee W. Coleman
Photos by PH1 John H. Greenwood

Above: A Skyhawk with a target drone during a mission. Left: Lt. Lucy B. Young, Navy jet pilot, in front of one of VC-1's Skyhawks.

Mail Buoy

Many of the stories in All Hands, especially those that mention events which took place during World War II, touch the minds and hearts of those who were there. With the reading, memories of specific times and places, seemingly long forgotten, come flooding back. Thus it happened with "Havoc in Ironbottom Sound," our story of the Battle of Savo Island by JO2 Steve Bellow. Many of our readers wrote to share their experiences with us. One of these letters in particular, we'd like to share with you.

* * *

Your article, "Havoc in Ironbottom Sound" in the November 1980 All Hands gave me the incentive to relate some of the events which took place before USS *Quincy* (CA 39) slipped beneath the waves during the Battle of Savo Island.

The morning of the encounter with the Japanese fleet I was in sick bay. For some reason, I was alerted by an unusual sound, something like metal scraping the bulkhead on the starboard side. A few minutes later the call of GQ came over the loudspeaker. I grabbed my first aid bag—but neglected to take along my life jacket—then raced up the ladder to get to my battle station on the hangar deck.

When I reached topside, I was horrified by the ghastly sight I came upon: the blood, the maimed, the dying—and there was the acrid smell of everything burning. Everything happened within 10 minutes from the time I reached topside and tried to get to the hangar deck. The *Quincy* was listing heavily to port and the deck was awash with the sea and the blood of brave men who never had a chance. The list of the ship was so acute that I could hardly maintain my balance.

I tried to help some of the wounded and gave one sailor a shot of morphine and applied a tourniquet to stem the flow of blood where his leg had been severed.

As I finished my task, I felt myself sliding down the side of the ship. I was in uniform and had my medical first aid bag, but no life jacket. A landing net on the side of the ship entangled my feet. I knew that the ship was going down fast and soon would be completely beneath the water. I yelled for help numerous times without realizing that it was futile. I had an utter feeling of helplessness and in those few seconds wondered what it would be like to drown.

I floundered about and grabbed for anything available. Then, when I thought it was the end, a life raft appeared. I grabbed onto the pontoons and was magically pulled away from the landing net. My medical supplies were still with me.

I lost track of time but it must have been

about 0100 when the rain began. When I had first entered the water it seemed to be warm and refreshing but after being in the water for so long the cold started to get to me. Because of the loaded raft I had no opportunity to climb aboard it. Then, people on another raft close by needed medical help. It was rather close to the first raft; otherwise, I'm sure I would never have had the strength to swim to it. When I reached the raft I was pulled aboard and found our chief pharmacist's mate aboard. He had no medical supplies so could not furnish any aid. I gave what little aid I could under the trying conditions.

We kept noise to a minimum not wanting to possibly encounter any Japanese warships which could have been in the vicinity looking for survivors to be taken prisoner.

When daylight came, the USS *Blue* (DD 387) steamed to our rescue. One of the injured men died as he was being hauled aboard. I was exhausted myself and could not raise myself to get aboard *Blue* so crew members had to haul me aboard. After a short rest, I somehow regained my strength and was able to assist the wounded.

My final work aboard USS *Blue* was helping to identify those who had died. We then prepared them for burial at sea.

I was transferred with other survivors to a transport (*Blue* was torpedoed later and scuttled) and we were taken to Noumea, New Caledonia. Then, another transport took us to Hawaii. Eventually, we were transferred to Treasure Island. After 30 days of rehabilitation leave, we returned to our various duty stations. I went to Naval Armory, Detroit, Mich., for a short stint of duty and was then transferred to an amphibious group which ended up in England. My final European Theater of Occupation duty was the port of embarkation, Bremerhaven, Germany. Eventually, after stateside duty, I was discharged to inactive duty.

Of 10 pharmacist's mates, two doctors and one dentist, approximately 50 percent of our medical complement was saved; *Quincy* lost two-thirds of its total complement.—HMC Frederic P. Cande, Ret.

Bravo Zulu

SIR: The November cover story, "Glistening Pride," by PH1 Jim Preston, was superb. The Navy and All Hands are fortunate to have the photojournalism talents of PH1 Preston to tell our stories.

His words and pictures combine to tell of the pride all Navy people have for our flight demonstration team.

Once again, Bravo Zulu.—Cmdr. John W. Alter Jr.

PT 109 Spotted?

SIR: In the February 1981 All Hands on page 6 there is a picture of a PT boat. The number on the boat is 109, which was commanded by then-Lieutenant John F. Kennedy, later president of the United States.

No reference was made of this fact in the caption describing the photos on that page. We thought this fact might be of some interest to readers.—Lt. Cmdr. R. Jordan and Lt.j.g. R. Taylor

• *Editors are a sneaky lot. When we got the picture, we couldn't really say for sure that it was PT 109—it could just as easily be job number 109. There simply was no available information. We do know that PT 109 wasn't built in Norfolk. The majority of those 45 tonners came out of the Electric Boat Company in Bayonne, N.J., and others were constructed in Jacksonville, Fla. We could assume that it was PT 109—in the yard for repair or modification—but assuming is something editors aren't supposed to do. Does anyone out there know?—ED.*

Reunions

• **First U.S. Naval Construction Battalion**—39th annual reunion, May 1-3, 1981, in Huntsville, Ala. Contact Charles E. Mischler, 29 Sanford Ave., Emerson, N.J. 07630.

• **U.S. Naval Test Pilot School**—33rd annual reunion and symposium, May 2, 1981, at the Naval Air Test Center, Patuxent River, Md. Contact either Lt. Cmdr. T. MacDonald, (301) 863-4122 or Capt. J. Carson, (301) 863-4411.

• **USS Manchester (CL 83)**—30 year reunion, June 1981. Contact Frank E. Helfenberger, 12012 Meridian N., Seattle, Wash. 98133; telephone (206) 365-7455.

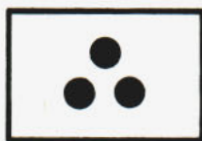
• **American Battleship Association**—Annual reunion for those who served in any of the Navy's 59 battleships, June 18-21, 1981, in Las Vegas. Contact ABA, PO Box 11247, San Diego, Calif. 92111.

• **USS Idaho (BB 42)**—Reunion June 26-28, 1981, in Idaho Falls, Idaho. Contact USS Idaho Association, PO Box 11247, San Diego, Calif. 92111.

• **USS Los Angeles (CA 135)**—Fourth reunion, for those who served aboard 1944-63, June 25-27, 1981, in Long Beach, Calif. Contact George Street or Herman Hall, 16628 Indiana St., Paramount, Calif. 90722; telephone (213) 634-7660.

Stern Shots

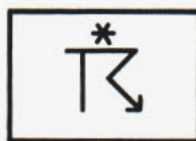
"Everybody talks about the weather, but nobody does anything about it" is almost as true today as it was when first printed in 1897. However, modern forecasting techniques now give sailors more to rely on for predictions than old wives' tales. Several of the forecasting symbols are pictured here. See if you can match the symbol with its corresponding definition.



1.



2.



3.



4.



5.



6.



7.

- A. Forty percent total cloud cover**
- B. Alto cirrus formed by spreading out of cumulus**
- C. Fog, depositing rime, sky discernible**
- D. Squall(s) within sight during past hour**
- E. Slight freezing drizzle**
- F. Slight or moderate thunderstorm, with hail at time of observation**
- G. Continuous rain (not freezing), moderate at time of observation**

Answers: 1-G; 2-E; 3-F; 4-D; 5-C; 6-B; 7-A

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Working Together

See page 32

